FINAL EIR
SAN GABRIEL
GENERAL PLAN UPDATE

CERTIFIED BY THE
SAN GABRIEL CITY COUNCIL
DECEMBER 20, 1989

TABLE OF CONTENTS

Page

1.0 INTRODUCTION AND PROJECT DESCRIPTION 1

2.0 EXECUTIVE SUMMARY 6

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES 11

- 3.1 Geology and Seismicity 11
- 3.2 Air Quality 17
- 3.3 Noise 30
- 3.4 Land Use 34
- 3.5 Risk of Upset 62
- 3.6 Population and Housing 66
- 3.7 Transportation/Circulation 78
- 3.8 Public Services 90
- 3.9 Recreation 107
- 3.10 Historic and Cultural Resources 111

4.0 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY 114

5.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES SHOULD THE PROJECT BE IMPLEMENTED 115

6.0 GROWTH INDUCING IMPACTS 116

7.0 REFERENCES 117

- 7.1 Bibliography 117
- 7.2 Persons and Organizations Consulted 117
- 7.3 Report Preparation Staff 118

ATTACHMENT A

APPENDICES

A Initial Study, Notice of Preparation, and Responses to Notice of Preparation

B Comments and Responses to Comments on Draft EIR

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LIST OF FIGURES

Figure No.	Description	Page
1	Regional Location Map	2
2	Local Setting	3
3	Seismic Hazards	12
4	Generalized Existing Land Use Pattern	35
5	Existing General Plan and Issue Areas	37
6	Existing Circulation Plan	79
7	Existing Traffic Conditions	80
8	Existing Public Parkland	108

LIST OF TABLES

Table No.	Description	Page
1	Ambient Air Quality Standards	19
2	San Gabriel Ambient Air Quality Monitoring Summary	20
3	San Gabriel General Plan Development Mobile Source Pollution Burden - (tons/day)	24
4	Microscale Air Quality Screening Analysis - Hourly CO Concentrations Above Background - V/C="D"	25
5	Microscale Air Quality Screening Analysis - Hourly CO Concentrations Background - V/C="E"	26
6	Microscale Air Quality Screening Analysis - Hourly CO Concentrations Above Background - V/C="F"	27
7	Current Distribution of Land Uses	36
8	Recent Population, Housing and Employment Trends	67
9	Jobs/Housing Mix	68
10	Population Capacity - Existing General Plan	70
11	Population Capacity - Modified General Plan	71
12	Population Capacity - Alternative "B"	72
13	Population Capacity - Alternative "C"	73
14	Population Capacity - Alternative "D"	74
15	Employment Potential at Buildout	75
16	Comparative Jobs/Housing Ratios	76

List of Tables (Cont.)

17 Total Number of Daily Trips Generated by Each Land Use Issue Area 82

18 Net Change in Daily Trips Compared to Existing Land Use for Each Land Use Issue Area 83

1.0 INTRODUCTION AND PROJECT DESCRIPTION

1.0 - INTRODUCTION AND PROJECT DESCRIPTION

INTRODUCTION

This report has been prepared for the City of San Gabriel in accordance with the Guidelines (the "Guidelines") for Implementation of the California Environmental Quality Act. The Guidelines indicate that an Environmental Impact Report (EIR) should be prepared as early in the planning process as feasible. The Guidelines further stipulate that an EIR must be prepared for any project that may have a significant impact on the environment.

The adoption of an updated and revised General Plan for the City of San Gabriel is a "project" as defined by Section 15378 of the Guidelines. Moreover, an Initial Study has been conducted on the proposed project and has indicated that certain environmental effects associated with the project may be significant. These topics or issues are discussed in this report. Other environmental impacts considered in the Initial Study were determined to be clearly insignificant and/or unlikely to occur and, therefore, are not discussed in this EIR. The Initial Study is presented in its entirety in Appendix A.

The Initial Study was prepared with the benefit of the detailed information concerning existing environmental and socio-economic conditions contained in the San Gabriel Baseline Report, January 1989, by Willdan Associates. That report is hereby incorporated by reference and serves as the description of the environmental setting for each of the topics discussed in this EIR. The baseline report is available for public review at the office of the City of San Gabriel Planning Department.

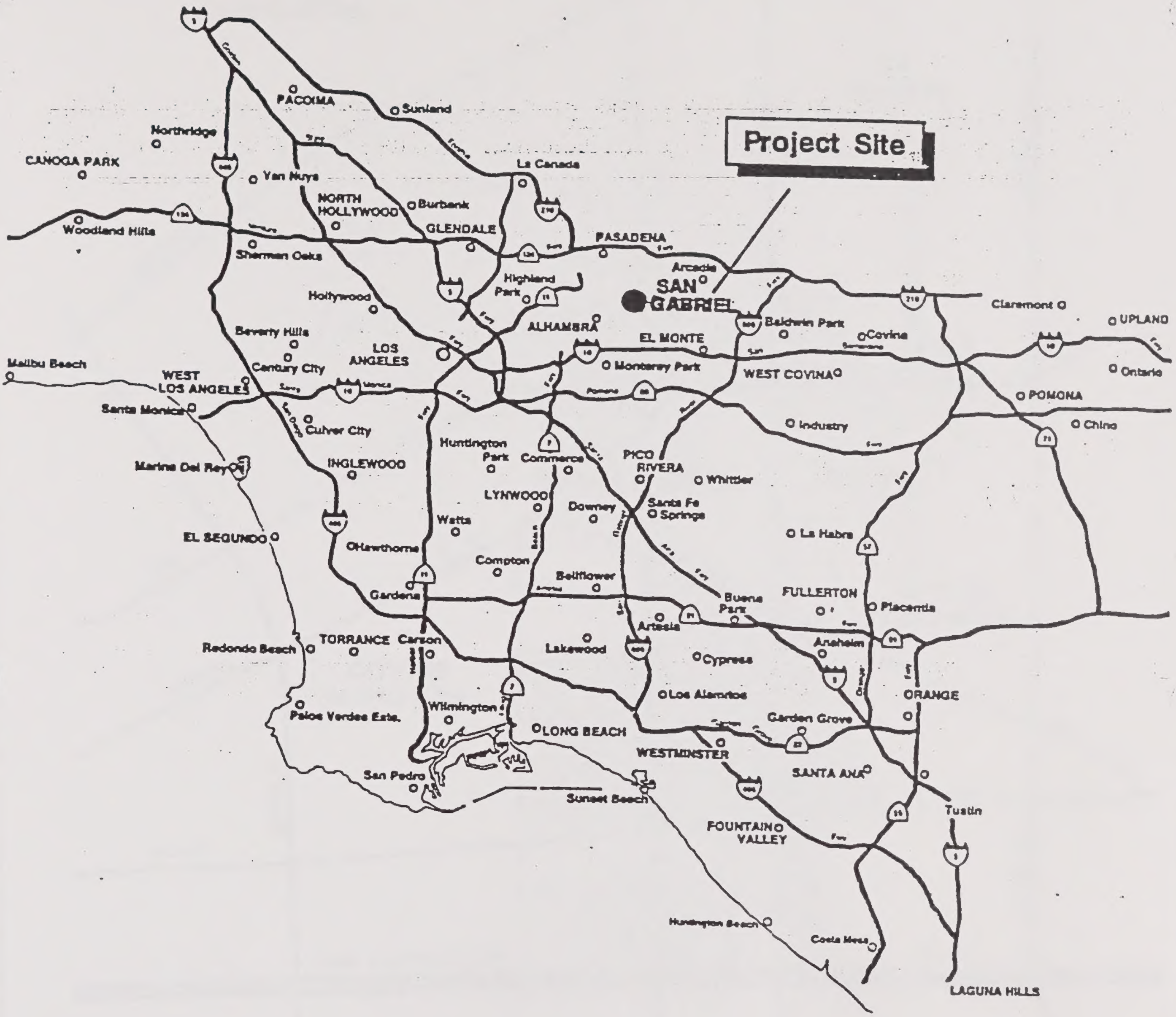
PROJECT DESCRIPTION

Project Proponent

The City of San Gabriel
532 Mission Boulevard
San Gabriel, CA 91776

Project Location

The City of San Gabriel is located within the western San Gabriel Valley subregion of the greater Los Angeles metropolitan area, in Southern California, more specifically in Los Angeles County. The regional setting is displayed in Figure 1. The local setting is displayed in Figure 2.

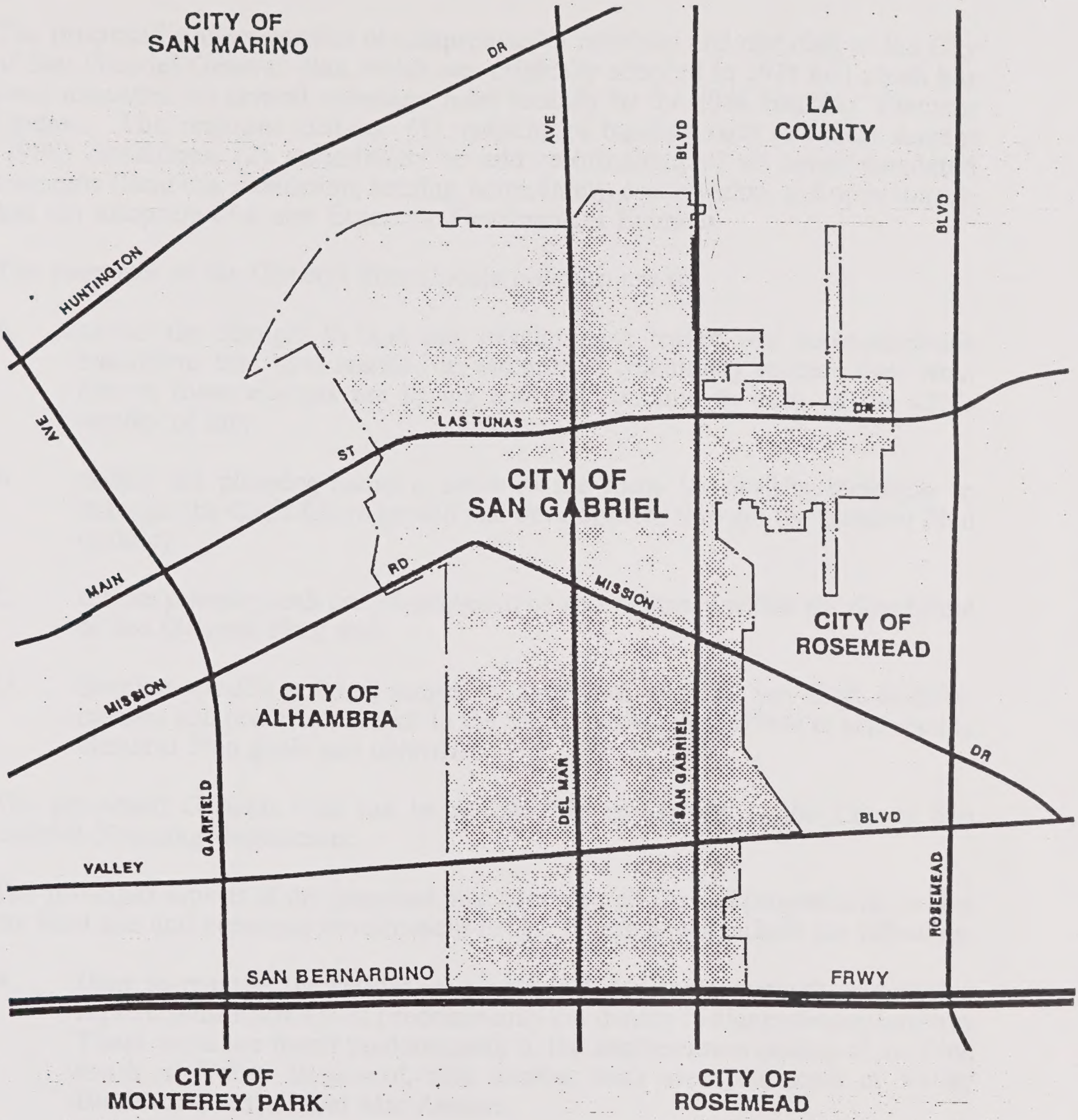

Project Site
SAN GABRIEL
PACOIMA
Sunland
Northridge
CANOGA PARK
Van Nuys
La Canada
NORTH HOLLYWOOD
Burbank
Woodland Hills
GLENDALE
PASADENA
Sherman Oaks
Highland Park
Arcadia
Hollywood
Beverly Hills
LOS ANGELES
ALHAMBRA
EL MONTE
Baldwin Park
Covina
Claremont
UPLAND
Malibu Beach
WEST LOS ANGELES
Century City
Monterey Park
WEST COVINA
Ontario
Santa Monica
POMONA
Culver City
Industry
Chino
Huntington Park
Commerce
PICO RIVERA
Marina Del Rey
INGLEWOOD
Whittier
LYNWOOD
Downey
Santa Fe Springs
Watts
EL SEGUNDO
Hawthorne
La Habra
Compton
Bellflower
Gardena
Buena Park
FULLERTON
Placentia
Artesia
Redondo Beach
TORRANCE
Carson
Lakewood
Anaheim
Cypress
Los Alamitos
ORANGE
Palos Verdes Ests.
Wilmington
LONG BEACH
Garden Grove
WESTMINSTER
SANTA ANA
San Pedro
Sunset Beach
Tustin
FOUNTAIN VALLEY
Huntington Beach
Costa Mesa
LAGUNA HILLS

REGIONAL
LOCATION MAP

FIGURE 1

EIR for the San Gabriel
General Plan Program

north


CITY OF SAN MARINO
LA COUNTY
HUNTINGTON DR
AVE
BLVD
BLVD
LAS TUNAS DR
ST
CITY OF SAN GABRIEL
MAIN
RD
MISSION
MISSION DR
CITY OF ROSEMEAD
CITY OF ALHAMBRA
GARFIELD AVE
DEL MAR AVE
SAN GABRIEL BLVD
ROSEMEAD BLVD
VALLEY BLVD
SAN BERNARDINO FRWY
CITY OF MONTEREY PARK
CITY OF ROSEMEAD
NORTH

LOCAL
SETTING

FIGURE 2

EIR for the San Gabriel General Plan Program

Project Characteristics

The proposed project consists of comprehensive revisions and updating of the City of San Gabriel General Plan, which was originally adopted in 1971 and which has been amended on several occasions, most recently by the 1984 Housing Element Update. The revisions include: (1) updating of baseline data to reflect current (1988) conditions; (2) amendments to and reformatting of all seven mandated elements (land use, circulation, housing, noise, safety, conservation, and open space); and (3) adoption of a new Economic Development Element.

The purposes of the General Plan Update program are to:

A. assess the changes in land use, development, traffic, and socio-economic conditions that have resulted in widespread community concern over what effects these changes are having and will continue to have on the City's quality of life;

B. define the planning issues to serve as the focus for devising strategies to manage the City's future growth and development through the General Plan update;

C. set the primary goals and objectives to be accomplished within the time frame of the General Plan; and

D. develop specific policies, programs, and plans to guide the City's decision makers and professional staff in the implementation of efforts to achieve the General Plan goals and objectives.

The proposed General Plan can be reviewed in its entirety at the City of San Gabriel Planning Department.

The principal aspects of the proposed plan concern policies and programs to resolve the land use and economic development issues. These issues include the following:

A. How to manage the residential growth in those areas currently undergoing rapid intensification from predominantly low density to higher density housing. These areas are found predominantly in the southernmost section of the City, south of Valley Boulevard, with another such area just north of Valley Boulevard, east of Del Mar Avenue.

B. How to preserve existing single-family neighborhoods and how to expand the amount of single-family housing in the City.

C. What land use/development concept is most beneficial for the City's largest vacant parcel, strategically located at the intersection of two of the City's major arterials (southwest intersection of Valley Boulevard/Del Mar Avenue).

D. How to resolve land use interface conflicts between commercial or industrial uses and surrounding uses.

E. Should the City continue to maintain a small light industrial base?

F. How can the City improve its economic base and strengthen its financial future?

Additional issues addressed by the proposed General Plan include the management of traffic to maintain desired operating levels of service along streets and through intersections, mitigating adverse noise impacts to sensitive uses, expanding the local supply of parkland, and reducing or eliminating earthquake hazards to old, unreinforced masonry structures and other safety risks to the community at large.

This EIR will also be used to assist the City's Planning Commission and City Council in the selection of the preferred land use plan. An analysis of alternative land use strategies for 12 major issue areas (see Figure 5) is discussed in Section 3.4 of the EIR. Traffic, noise, and air quality related effects of the different alternatives are also discussed in that section, using information from the analysis of those other topics. In this way, the relative environmental effects of the land use alternatives can be evaluated as a factor in the selection of the preferred land use plan.

The existing land use designations will continue to apply to the balance of the planning area, as most of the area is already fully developed, and there is no desire to change the land use pattern already established.

2.0 EXECUTIVE SUMMARY

2.0 - EXECUTIVE SUMMARY

Following is a summary of the detailed environmental impact analysis presented in Chapters 3 through 6. The salient findings with respect to potentially significant impacts, proposed mitigation measures, and level of significance following mitigation, for each environmental issue, are presented below:

GEOLOGY AND SEISMICITY

No active or inactive earthquake faults have been identified within the City of San Gabriel. The only seismic hazard likely to affect persons and property in the City is potentially severe groundshaking due to a substantial earthquake event along one of the several faults located in areas within approximately 20 miles of the City.

The proposed General Plan update would not directly expose persons or properties to seismic hazards. The proposed Safety Element policies and programs would continue and improve upon existing emergency response systems that would operate in the event of severe groundshaking related emergencies and would lead to the replacement/reconstruction of structures which do not presently meet seismic-safety construction standards.

AIR QUALITY

Current air quality conditions in the City periodically violate state standards for 1-hour concentrations of ozone and the 24-hour PM-10 standard and occasionally violate standards for Carbon Monoxide (CO) Nitrogen Dioxide (NO_2), and sulfate.

Vehicular emissions along local roadways are expected to decrease, over the next 20 years, due to continuing improvements in emissions control technologies, the replacement of older vehicles with newer vehicles and as long as there is no substantial decrease in intersection performance due to increased traffic volumes. Continued incremental growth and development in San Gabriel would not significantly affect regional air quality.

The proposed Circulation Element includes various transportation control measures (TCMs) intended to maintain the desired operating efficiency of the City's local roadway system. Successful implementation of these measures will adequately minimize vehicular emission to keep air quality impacts below the level of significance.

NOISE

A number of noise-sensitive land uses are presently impacted by noise levels in excess of state standards for significance. These areas are primarily along unbuffered portions of the San Bernardino Freeway, along the Southern Pacific Rail Line and along several of the City's major arterial streets, including Del Mar Avenue, San Gabriel Boulevard, Valley Boulevard, New Avenue and Mission Drive.

Projected future volumes of traffic associated with each of the five land use alternatives under consideration would increase noise levels by only .5 to 1.0 dB above current levels, an insignificant increase. Areas currently subject to excessive noise levels would continue to suffer from this impact. Projected noise exposure for residences along Ramona Boulevard and Del Mar Avenue, north of Mission Drive, would increase to 65 dB or greater under any of the land use alternatives. This impact could be considered significant.

The proposed Noise Element includes several policies and programs which will mitigate existing noise impacted land uses and ensure adequate noise control for future sensitive uses, as summarized below.

The City of San Gabriel will be responsible for the installation of sound barriers along unbuffered portions of the San Bernardino Freeway and the Southern Pacific Rail Line, where residences are significantly impacted. The City will work with the Southern Pacific Transportation Company to minimize the noise from existing train operations. The City will require techniques to reduce exterior and interior noise levels to 65 dB (Ldn) and 45 dB (Ldn), respectively, for all new residential construction and the conversion of apartments to condominiums.

LAND USE

The City's existing low density bedroom character is fairly similar in type and intensity to the surrounding Communities of Alhambra, Rosemead, Monterey Park and Temple City. Several low density neighborhoods are undergoing rapid intensification, often resulting in "bulky" development due to the predominantly small, multiple ownership parcel pattern. This intensification is also putting substantial pressure on local public services and utilities, which were originally designed to support low density development. Several of the City's strip commercial areas exhibit problems of underutilization and poor maintenance, signs of economic inefficiency. The City's industrial core is an important employment center, but includes several land use conflicts and is in need of substantial maintenance.

Several land use alternatives are under consideration that range in intensity from the highest level (existing General Plan designation) to a much lower density, focusing on 12 geographic issue areas (see Figure 5) which are of concern for the reasons discussed above.

The City Council has established lower permitted densities for each of the City's residential categories in the proposed Land Use Element to apply to future residential development. This could reduce property values for a number of properties which are not fully developed and would reduce potential impacts on local public services and facilities, compared to the potential level of development in accordance with current General Plan density limits.

While no single land use plan has been determined (the City Council will select a "preferred" land use plan after the Planning Commission reviews this Draft Environmental Impact Report [EIR]), the draft Land Use and Economic

Development Elements include numerous policies and programs which would improve development quality, eliminate and prevent land use conflicts, and minimize potentially significant impacts on local public services and facilities.

POPULATION AND HOUSING

The City's current population of approximately 35,000 represents a 13.9 percent increase since 1980. Most of the population increase has occurred through the development of multi-family projects, reflective of the City's highly built-out character and of rapid increases in land and housing values throughout the West San Gabriel Valley. Total housing has increased 12 percent since 1980 and total employment has increased approximately 12.9 percent since 1980. The City's current jobs/housing balance is 1.18.

Projected year 2010 population, housing and employment totals, for each of the land use alternatives under consideration, are as follows:

	Total Population	Total Housing	Total Employment	Jobs/ Housing
Existing General Plan	56,282	20,694	18,093	.87
Modified Existing General Plan	42,970	18,905	18,093	.97
Alternative B	35,751	12,973	18,093	1.39
Alternative C	34,158	12,494	18,093	1.45
Alternative D	36,941	13,737	21,933	1.60

The projected jobs/housing ratios for each scenario are somewhat at variance with the target ratio of 1.15 established by Southern California Association of Governments (SCAG) for the Glendale-Pasadena subregion, in its regional growth management strategy.

The City will participate in subregional efforts to monitor development trends and to devise cooperative policies and strategies to improve the subregional balance of jobs and housing, through land use measures.

TRANSPORTATION AND CIRCULATION

Most of the City's major roadways are currently operating at an acceptable Level of Service (LOS). i.e., at LOS "C" or better. However, the following four roadway

segments are currently carrying heavy daily traffic volumes resulting in LOS "D" or worse:

- Del Mar Avenue, from Hermosa Drive to south City limit (LOS "D").
- Mission Drive, from north City limit to Las Tunas Drive (LOS "D").
- Mission Drive, from Santa Anita Avenue to east City limit (LOS "F").
- Santa Anita Avenue, from Hermosa Drive to Junipero Serra Drive (LOS "D").

The land use alternatives under consideration would not, for the most part, generate significant increases in traffic, compared to existing traffic volumes. The high density residential alternative for Issue Area 8 would result in a significant increase in traffic (approximately 12,000 more daily trips then existing).

The general commercial alternative in Issue Area 12 would also result in a significant increase over existing traffic levels, with approximately 13,600 more daily trips.

The proposed Circulation Element contains a number of policies and programs to support regional transportation system improvements, to implement local circulation system improvements, and to encourage trip reduction programs by local employers. These efforts will maintain desired operating levels of service throughout the City's circulation system. Further monitoring of future development and analysis of cumulative traffic effects in Issue Areas 8 and 12 will be needed if the high density residential alternative is selected for Issue Area 8, and/or the general commercial alternatives is selected for Issue Area 12.

PUBLIC SERVICES

At present, the City's public services, including police, fire, schools, libraries, and solid waste disposal are considered satisfactory. The Alhambra High School and three elementary schools, however, are operating in over-capacity conditions. The City's public park system, including joint-use of public school playgrounds, presently provides only 1.1 acres of parkland for each 1,000 residents, well below the City's goal of 3 acres/1,000. The very small amount of currently vacant land and the City's lack of funding sources represent major constraints to the expansion of the local public park system.

Projected population capacity, in the year 2010, for the land use alternatives under consideration, range from 34,158 to 56,282. Some continued growth in the resident population is expected through the year 2010, and such population growth will increase the demand for all local public services, with potentially significant impacts anticipated only with regard to schools and public parkland. All other service agencies have indicated their ability to provide adequate levels of services under any of the land use scenarios.

The City will provide the local school districts with regular reports on development activities to assist the districts in their facilities/services planning efforts. The proposed Conservation and Open Space Element contains a number of policies and

programs which will maximize the effectiveness of existing parkland, impose parkland dedication or in-lieu fees on new residential development, explore alternatives for expanding local parkland and maintain the playground joint-use agreements with the school districts. These efforts represent the most the City can feasibly accomplish and should result in long-term improvements in the school facilities planning programs and in the supply and effectiveness of the local park system.

GROWTH INDUCEMENT

The proposed General Plan would not directly induce growth, since it proposes no new infrastructure or expansions of existing water, wastewater, or utility systems that are necessary for increased growth.

Each of the land use alternatives under consideration would allow lower intensity residential development and would maintain existing development intensities for commercial and industrial uses. None of the alternatives would alter the total land area allocated for commercial and industrial uses, though one alternative would convert 64 acres of industrial to commercial uses.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

3.0 - ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.1 - GEOLOGY AND SEISMICITY

Environmental Setting

This section of the Environmental Impact Report (EIR) is based on the detailed Geotechnical Study and Public Safety and Seismic Safety Element previously prepared by Envicom in May 1975.

The City of San Gabriel is located in the structural trough of the San Gabriel Valley, whose main axis trends east/west. The Valley is bordered on the north by the San Gabriel Mountains, on the northwest by the San Rafael Hills, and on the southwest and south by the Repetto Hills.

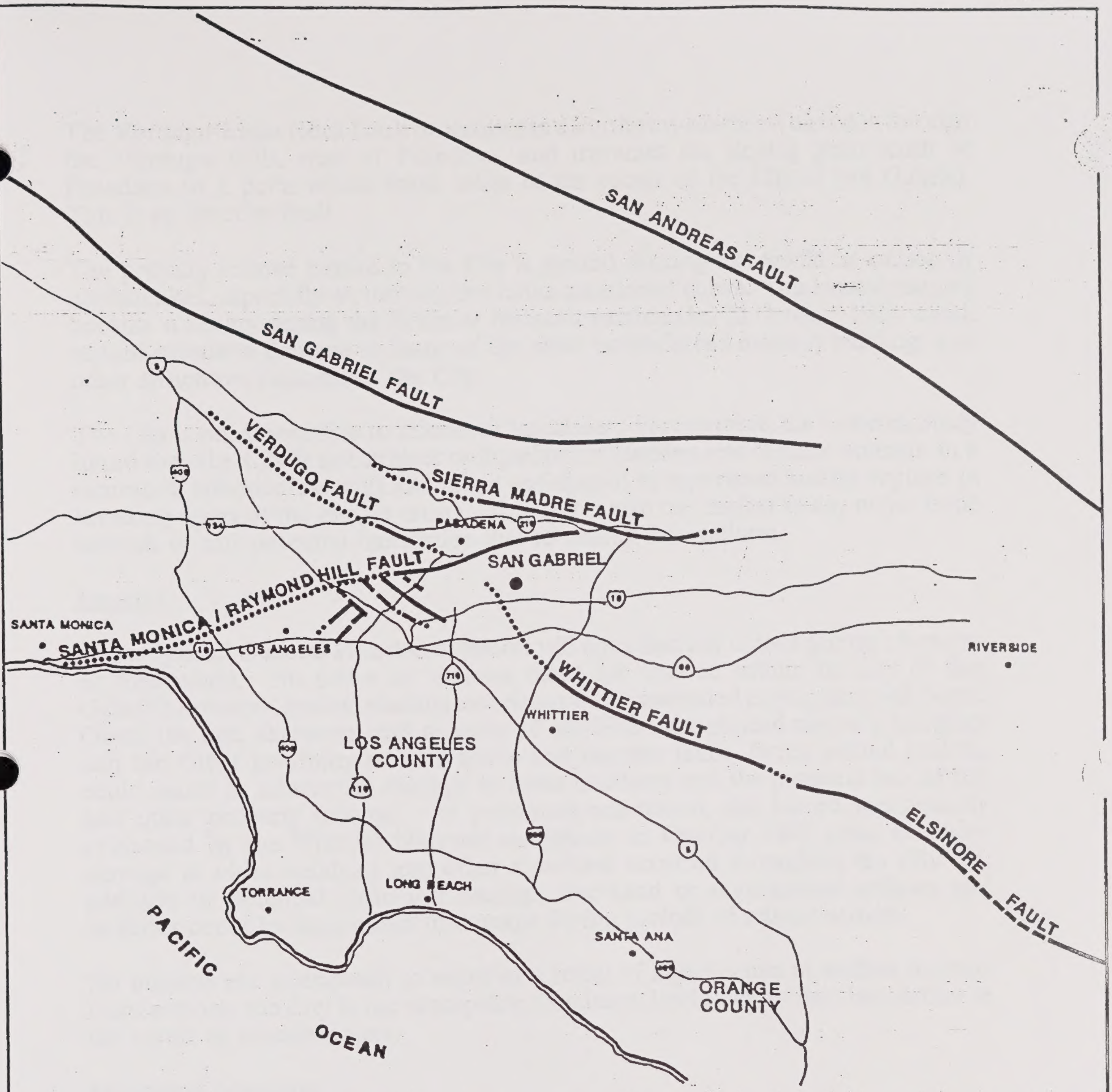
The relatively flat floor of the San Gabriel Valley overlies thousands of feet of alluvial soils that have been accumulated as the trough has been lowered and the adjacent San Gabriel Mountains have been uplifted and eroded.

The San Gabriel Mountains and the San Rafael Hills are composed of relatively hard igneous and metamorphosis rocks. The Repetto Hills are underlain by tertiary sedimentary rocks.

Although there are no active or inactive faults located in the City of San Gabriel, the City is located in a region considered seismically active (see Figure 3). The following faults. which are considered active (surface rupture may occur), exist near the City of San Gabriel.

The San Andreas Fault, located a substantial distance to the north (20 miles) is expected to have the potential to generate an earthquake with a magnitude of 8.0 to 8.5. The Sierra Madre Fault Zone, which comprises the Sierra Madre, Duarte, and Lower Duarte Faults, is located some 4 miles north of San Gabriel and has the potential to generate an earthquake with a magnitude of 6.5. The Elsinore-Whittier Fault Zone extends from Whittier Narrows southwest across the Santa Ana River, past Lake Elsinore, into western Imperial County and Mexico. The Whittier segment of this fault, which extends to within five miles of the center of the City of San Gabriel, contained the epicenter of an earthquake of a magnitude of 6.1, which occurred on October 1, 1987, followed by an aftershock of magnitude 5.5 three days later.

The Santa Monica-Hollywood-Raymond Fault Zone contains the Raymond Hill Fault, which passes to the north of the Repetto Hills and continues across the western San Gabriel Valley through the City of Arcadia, passing within a mile of the northerly San Gabriel City limits. No damaging historic earthquakes are known to have occurred along this fault, but topographical features along its trace indicate its earthquake potential. Seismologists expect an earthquake with a magnitude of 6.0+ to occur along this fault.


SAN ANDREAS FAULT
SAN GABRIEL FAULT
VERDUGO FAULT
SIERRA MADRE FAULT
PASADENA
SAN GABRIEL
SANTA MONICA / RAYMOND HILL FAULT
SANTA MONICA
LOS ANGELES
RIVERSIDE
WHITTIER FAULT
WHITTIER
LOS ANGELES COUNTY
ELSINORE FAULT
TORRANCE
LONG BEACH
SANTA ANA
ORANGE COUNTY
PACIFIC OCEAN
5
134
210
10
60
710
110
405

Legend

FAULT TRACES ARE INDICATED BY SOLID LINES WHERE WELL LOCATED, BY DASHED LINES WHERE APPROXIMATELY LOCATED OR INFERRED, AND BY DOTTED LINES WHERE CONCEALED BY YOUNGER ROCKS OR BY LAKES OR BAYS.

SOURCE : FAULT MAP OF CALIFORNIA
DEPARTMENT OF CONSERVATION
CALIFORNIA DIVISION OF MINES
& GEOLOGY

FIGURE 3
Regional Fault Hazards

City Of San Gabriel

GENERAL PLAN PROGRAM

The Verdugo-Eagle Rock Fault progresses in a northwest-southeast direction through the Verdugo Hills, west of Pasadena, and traverses the sloping plain south of Pasadena to a point within three miles of the center of the City of San Gabriel. This is an inactive fault.

The primary seismic hazard in the City is ground shaking that would be caused by earthquakes, especially on those active faults mentioned above. This hazard recently became a reality during the Whittier Narrows earthquake, in October 1987, which caused extensive damage to many of the older unreinforced masonry buildings and other structures throughout the City.

The City is not susceptible to seiches or landslides. Furthermore, the Envicom Study found that the City is not subject to liquefaction (sudden loss of shear strength in a saturated, cohesionless soil) and is not anticipated to experience surface rupture (a breaking apart of the earth's crust). The City is also not subject to any major flood hazards or any potential inundation due to nearby dam failures.

Impacts

The proposed General Plan Amendments will not affect any unique geologic features or formations. No active or inactive faults are located within the City of San Gabriel; however, ground shaking associated with anticipated earthquakes will occur. Given the age, character, and quantity of pre-1933 unreinforced masonry buildings and the City's proximity to both active and inactive faults, future ground shaking could result in substantial damage to some buildings and the potential loss of life and other property damage. As previously mentioned, this hazard was recently evidenced by the Whittier Narrows earthquake in October 1987, when extensive damage to older buildings and other structures occurred throughout the City. In addition to potential structural damage, overhead or underground utilities and facilities could be susceptible to damage during periods of seismic activity.

No impacts are anticipated to occur as a result of liquefication or surface rupture. Furthermore, the City is not susceptible to seiches, landslides, or dam inundation as the result of seismic events.

Mitigation Measures

The following mitigation measures, in the form of implementing policies, have been incorporated into the City's proposed Safety Element. These policies, when implemented, are intended to provide adequate safeguards to properly mitigate seismic hazards existing within the City of San Gabriel, to the extent possible.

Objective 1: Mitigate and/or eliminate the potential for flooding within the Community.

Policy 1.1: Encourage the cooperation of the appropriate governmental agencies to minimize any threat to public safety from flooding from dam failures from surrounding areas.

Policy 1.2: Evaluate all future developments to ensure that existing flood control systems are adequate to accommodate increases in surface runoff or changes in flood conditions.

Programs

-- Examine all proposed developments which will create either a new use or intensification of an existing use, to ensure that existing flood control facilities can handle increased surface runoff.

Objective 2: Strive to reduce the potential for damage or injury from earthquakes and other seismic-related hazards through adequate development standards, retrofitting older structures, and the dissemination of emergency response information.

Policy 2.1: Continue to maintain and update the state mandated disaster plan to allow government and residents to cope with natural and man-made disasters in an efficient, safe, and expedient manner.

Policy 2.2: Assist the City's Fire Department with the periodic upgrading of the Emergency Operation Center (EOC).

Policy 2.3: Educate the public by providing informative literature on methods to safeguard lives and property during seismic events.

Policy 2.4: Comply with the unreinforced masonry building law (URM Law).

Policy 2.5: Support efforts to identify dangerous structures which are hazardous to the public health and safety.

Policy 2.6: Encourage owners of existing unreinforced masonry buildings to earthquake-proof their structures.

Programs

-- Periodically reevaluate and update the City's Disaster Assistance Plan to ensure that the plan keeps pace with changes in development patterns.

-- Develop a brochure which outlines what to do before, during, and after a seismic event. This brochure should be designed to reach all segments of the

community. The brochure should also be distributed to all City of San Gabriel residents.

-- Inventory and catalog all potentially hazardous buildings, including all unreinforced masonry buildings and other structures which may pose some threat in the event of an earthquake by January 1, 1990.

-- Develop a plan to rehabilitate or eliminate those hazardous structures which cannot be brought into conformance with modern safety standards.

-- Periodically review and update the Multi-Hazard Function Plan (MHFP) which has established tactics to cope with local and regional hazards to the public health and safety.

-- Require that new developments and rehabilitation projects comply with current building codes.

-- Require owners of unreinforced masonry structures to include seismic reenforcement as part of any significant structural modification.

Objective 3: Maximize the protection of local residents and businesses from fire and crime.

Policy 3.1: Encourage the development of a neighborhood watch program.

Policy 3.2: Ensure the maintenance of adequate fire flows by requiring water delivery system upgrading where necessary.

Policy 3.3: Promote fire prevention practices and educate the public to provide greater awareness of fire protection methods.

Policy 3.4: Maintain a high level of local proficiency, including the latest and most effective methods in fire control and crime prevention.

Policy 3.5: Continue to encourage developments which are designed in a manner which maximizes defensible space to deter crime prevention.

Policy 3.6: Maintain road width standards to adequately accommodate emergency vehicles.

Programs

-- Periodically reevaluate police and fire department facilities and personnel to ensure that the existing facilities are adequately meeting the needs of the community.

-- Initiate, as necessary, the updating of the Initial Action Agreements with the City of San Marino and the Los Angeles County Fire Departments.

Level of Significance After Mitigation

The proposed mitigation measures and implementing policies provide for appropriate and feasible safeguards to minimize hazards related to seismic events. However, despite these actions, locally significant structural and infrastructure damage and possibly personal injuries or even deaths could occur as the result of a major earthquake centered near the City of San Gabriel.

3.2 - AIR QUALITY

Environmental Setting

Two meteorological parameters are important in assessing the air quality impacts of changing patterns of emissions in the San Gabriel area. These two elements are the winds which control the rate and trajectory of horizontal transport and vertical stability structure (inversions) which controls the vertical depth through which pollutants are mixed. Winds across San Gabriel are markedly bimodal with a strong onshore component from the southwest by day which is strongest in summer and a weaker offshore component from the northeast which is most dominant in winter when nights are long and the land becomes cooler than the ocean. The net effect of this wind pattern is that daytime air pollution emissions from near the project site are carried inland toward Pomona-Walnut Valley and ultimately into western San Bernardino County. Car exhaust emitted in the City of San Gabriel in the morning thus becomes smog in perhaps Pomona or Ontario by the afternoon as it moves inland and undergoes photochemical changes.

The nocturnal winds reverse the process as they recycle the previous day's pollution and carry diluted pollutants seaward. In contrast to the strong daytime flow, the weak and sometimes calm nocturnal winds also allow for localized stagnation of pollutants near their source such as freeways or other concentrations of emissions. Without sunlight, such localized pollution "hot spots" are comprised mainly of primary, unreacted pollutants such as carbon monoxide instead of photochemical irritants such as ozone. Thus, whereas the onshore flow makes coastal communities a source of pollutants for inland receptors, the nocturnal wind change reverses the roles of the source and receptor areas. While summer air quality in coastal plain communities is usually much better than in inland valleys, it is correspondingly worse in winter. San Gabriel, which is located intermediate between the coast and the interior valleys, experiences degraded air quality during both seasons, but generally with slightly lower concentrations than the maximum impact locations as the end of the onshore and offshore trajectories.

In addition to the two characteristic wind patterns, there are two corresponding temperature inversions that trap pollution within shallow layers near the ground. The daytime onshore cool ocean air undercuts a massive dome of warm, sinking air within the Pacific high pressure system. This process creates marine/ subsidence inversions that form a lid at about 1,000 feet above the surface over the entire Los Angeles Basin. These inversions allow for good mixing of pollutants near their source, but they trap the entire basin's emissions within the shallow marine layer. As the relatively clean marine air moves inland, pollutant sources continually add contaminants from below without any dilution from above. Reactive organic gases and nitrogen oxides combine under abundant sunlight to form photochemical smog. Smog levels increase steadily from the coastline inland until the inversion is broken by strong surface heating and by the thermal chimneys created along the heated slopes of the mountains surrounding the basin.

The second major inversion forms during long, cloudless nights as cold air pools near the surface while the air aloft remains warm. The radiation inversions that form are very shallow and contribute to the "hot spot" potential near ground level sources, especially vehicular concentrations such as the San Bernardino Freeway in the southern part of the City. Measurements of inversion frequency in the Los Angeles Basin show a strong diurnal and seasonal variation of inversion distributions. Regional trapping inversions occur on about 85 percent of all summer afternoons while ground-level radiation inversions are found on about 70 percent of all winter nights and early mornings. These inversions do occur during all seasons and at all times of the day, but they are not as strong, persistent or frequent as during their respective summer afternoon and winter morning dominant periods.

Air Quality Setting

Ambient Air Quality Standards (AAQS): In order to gauge the significant of the air quality impacts of San Gabriel buildout according to various General Plan alternatives, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect these people susceptible to further respiratory distress such as asthmatic, the elderly, very young children, people already weakened by other diseases or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors." Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

National AAQS were established in 1971 for six pollution species with states retaining the option to add other pollutants, require more stringent compliance, or to include different exposure periods. The initial attainment deadline of 1977 was extended to 1987 for certain national AAQS, and has now been extended to 2007 for ozone since this pollutant is still so far from meeting its national clean air standard. Since California had established AAQS several years before the Federal action and because of unique air quality problems introduced by the restrictive dispersions meteorology, there is a considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table 1.

Baseline Air Quality: Existing levels of ambient air quality and historical trends and projections in the City of San Gabriel are best documented from measurements made by the South Coast Air Quality Management District (SCAQMD) at its Pasadena air quality monitoring station. The last five years of monitoring data from this station are summarized in Table 2. There are no inhalable particulate (PM-10) measurements made in Pasadena, such that Azusa data (the next closest AQMD station) for PM-10 are included in Table 2. These data show recurring violations of the hourly standard for ozone and the 24-hour PM-10 standard, and occasional violations for carbon monoxide (CO), nitrogen dioxide (NO_2) and sulfates. Airborne lead levels have continued their dramatic decline as leaded gasoline consumption has

Table 1

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards		National Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone	1 Hour	0.09 ppm (180 ug/m3)	Ultraviolet Photometry	0.12 ppm (235 ug/m3)	Same as Primary Std.	Ethylene Chemiluminescence
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m3)	Non-dispersive Infrared Spectroscopy (NDIR)	9.0 ppm (10 mg/m3)	Same as Primary Stds.	Non-dispersive Infrared Spectroscopy (NDIR)
	1 Hour	20 ppm (23 mg/m3)		35 ppm (40 mg/m3)		
Nitrogen Dioxide	Annual Average	-	Gas Phase Chemiluminescence	0.053 ppm (100 ug/m3)	Same as Primary Std.	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 ug/m3)		-		
Sulfur Dioxide	Annual Average	-	Ultraviolet Fluorescence	80 ug/m3 (0.03 ppm)	-	Pararosaniline
	24 Hour	0.05 ppm (131 ug/m3)		365 ug/m3 (0.14 ppm)	-	
	3 Hour	-		-	1300 ug/m3 (0.5 ppm)	
	1 Hour	0.25 ppm (655 ug/m3)		-	-	
Suspended Particulate Matter (PM$_{10}$)	Annual Geometric Mean	30 ug/m3	Size Selective Inlet High Volume Sampler and Gravimetric Analysis	-	-	-
	24 Hour	50 ug/m3		150 ug/m3	Same as Primary Stds.	Inertial Seperation and Gravimetric Analysis
	Annual Arithmetic Mean	-	-	50 ug/m3		
Sulfates	24 Hour	25 ug/m3	Turbidimetric Barium Sulfate	-	-	-
Lead	30 Day Average	1.5 ug/m3	Atomic Absorption	-	-	Atomic Absorption
	Calendar Quarter	-		1.5 ug/m3	Same as Primary Std.	
Hydrogen Sulfide	1 Hour	0.03 ppm (42 ug/m3)	Cadmium Hydroxide STRactan	-	-	-
Vinyl Chloride (chloroethene)	24 Hour	0.010 ppm (26 ug/m3)	Tedlar Bag Collection, Gas Chromatography	-	-	-
Visibility Reducing Particles	1 Observation	In sufficient amount to reduce the prevailing visibility to less than 10 miles when the relative humidity is less than 70%		-	-	-
Applicable Only in the Lake Tahoe Air Basin						
Carbon Monoxide	8 Hour	6 ppm (7 mg/m3)	NDIR	-	-	-
Visibility Reducing Particles	1 Observation	In sufficient amount to reduce the prevailing visibility to less than 30 miles when the relative humidity is less than 70%.		-	-	-

ARB Fact Sheet 38 (revised 7/88)

Table 2

San Gabriel Ambient Air Quality Monitoring Summary
(Days Standards Were Exceeded and Maximum Concentrations)

Pollutant/Standard	1983	1984	1985	1986	1987
Ozone:					
1-Hour > 0.09 ppm	159	169	173	166	153
1-Hour > 0.12 ppm	122	125	116	110	95
1-Hour > 0.20 ppm	59	49	41	33	15
Max. 1-Hour Conc. (ppm)	0.34	0.30	0.37	0.26	0.28
Carbon Monoxide:					
1-Hour > 20. ppm	0	0	0	0	0
8-Hour > 9. ppm	8	0	3	1	2
Max. 1-Hour Conc. (ppm)	19.	13.	17.	14.	15.
Max. 8-Hour Conc. (ppm)	12.3	8.8	11.3	13.1	11.3
Nitrogen Dioxide:					
1-Hour > 0.25 ppm	5	0	1	0	0
Max. 1-Hour Conc. (ppm)	0.35	0.21	0.27	0.24	0.21
Sulfur Dioxide:					
1-Hour > 0.25 ppm	0	0	0	0	0
24-Hour > 0.05 ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.05	0.03	0.03	0.02	0.02
Max. 24-Hour Conc. (ppm)	0.017	0.016	0.012	0.010	0.010
Total Particulates:					
24-Hour > 100 ug/m3	16/49	15/55	12/55	15/54	10/59
24-Hour > 260 ug/m3	0/49	0/55	0/55	0/54	0/59
Max. 24-Hour Conc. (ug/m3)	181.	133.	162.	208.	139.
Particulate Lead:					
1-Month > 1.5 ug/m3	0/12	0/12	0/12	0/12	----
Max. 1-Month Conc. (ug/m3)	0.84	0.73	0.38	0.24	----
Particulate Sulfate:					
24-Hour > 25. ug/m3	1/49	1/55	0/55	0/54	0/59
Max. 24-Hour Conc. (ug/m3)	26.8	25.4	20.9	15.6	14.0
Inhalable Particulates (PM-10):					
24-Hour > 50 ug/m3	----	2/9	41/60	33/55	38/59
24-Hour > 150 ug/m3	----	0/9	0/60	2/55	2/59
Max. 24-Hour Conc. (ug/m3)	----	66.	149.	183.	188.

Source: South Coast AQMD and California Air Resources Board - Pasadena, CA
(PM-10 data from Azusa, no data available near San Gabriel)

dropped significantly in the last decade. The incomplete summer ventilation of the San Gabriel area creates about 40 stage smog alerts above 0.20 ppm of ozone for an hourly exposure in a typical year. A very encouraging trend is that there was a very dramatic decline in the number of smog alerts in the last two years of published data (final 1988 results have not yet been released). In almost every pollution category, 1986-1987 were among the "cleanest" in the 1980s. While progress toward cleaner air seems agonizingly slow at times, there are nevertheless, definite signs that air quality is getting better, especially in terms of pollution episodes that are unhealthful for all people and not just for those most sensitive to such exposure.

Air Quality Management: In all airsheds for which Federal air quality standards are violated, the Clean Air Act required that an air quality management plan (AQMP) be prepared that outline the tactics by which attainment will be achieved. The SCAQMD and the Southern California Association of Governments (SCAG) prepared AQMPs for the South Coast Air Basin, as part of the California State Implementation Plan, in 1978 and updated the plan in 1982. The basic premise of the AQMP was that the basin could have a reasonable rate of growth and still achieve clean air if a number of assumptions were realized. It became obvious, however, that many of the tactics of the AQMP were not being implemented by responsible agencies and the level of technology was not developing fast enough to even come close to attainment. Air quality agencies now recognize that attainment for ozone will not be possible until beyond the year 2000 even if all reasonable available emissions reduction measures are implemented.

With the expiration of the Clean Air Act in 1988, the EPA developed a set of administrative guidelines for a post-Clean Air Act air quality planning process. The new AQMP is based on a 5 percent improvement in air quality over the next 20 years. This AQMP was adopted by the AQMD and SCAG in March, 1989. It is a three tier approach to meeting the ozone standard through enhancement of existing technology (Tier I), promoting emerging technology (Tier II), and anticipation of effective future technology (Tier III). It is based on additional controls on industry, on conversion of much of the travel fleet to alternate fuels (methanol cars and electric trains), and on major changes in individual lifestyle and transportation choices. A number of controversial measures are included among the hundreds of emissions reduction tactics that may be difficult to implement because of economics, politics or technology.

The various San Gabriel General Plan alternatives relate to the AQMP through the land use assumptions used to generate commuting, shopping, and other trip emissions throughout the South Coast Air Basin. These growth projections, as embodied in the SCAG-85 growth forecasts, were based on the General Plans and development proposals in effect when the forecasts were prepared. If future City development is generally consistent with plans in effect when the AQMP was prepared, development-related emissions will have been properly anticipated, and regional air quality impacts of City buildout will be insignificant. However, if the development intensity under any General Plan alternative exceeds the intensity of land use anticipated for San Gabriel, then such City growth is potentially inconsistent with the AQMP.

Impacts

Residential and commercial land uses growth in the City of San Gabriel will impact air quality almost exclusively through the vehicular traffic generated by the development. Such impacts occur basically on two scales of motion. Regionally, personal commuting, office worker and retail site customer travel will add to regional trip generation and increase the vehicle miles traveled (VMT) within the local airshed. Locally, project traffic, especially at rush hour, will be added to the local roadway system near the various development sites. If such traffic occurs during periods of poor astomospheric ventilation, is comprised of a large number of vehicles "cold-started" and operating at pollution inefficient speeds, and is driving on roadways already crowded with non-project traffic, then there is a definite potential for the formation of micro-scale air pollution "hot spots" in the local San Gabriel area.

Secondary development-related astomospheric impacts derive from a number of other small, growth-connected emissions sources such as temporary emissions of dusts and fumes during project construction, increased fossil-fuel combustion in power plants and heaters, boilers, stoves and other energy consuming devices, evaporative emissions at gas stations or from paints, thinners of solvents used in construction and maintenance, increased air travel from business travelers, dust from tire wear and responded roadway dust, etc. All of these emission points are either temporary, or they are so small in comparison to project-related automotive sources that their impact is negligible. They do point out, however, that growth endangers increased air pollution emissions from a wide variety of sources, and thus further inhibits the near-term attainment of all clean air standards in the region.

In terms of any regional growth-related effects, those are incorporated into the regional transportation and air quality plans. The growth forecasts are based on the existing General Plans at the local and sub-regional level. To the extent that any incremental future San Gabriel growth is consistent with the existing General Plan, any corresponding regional air pollutant emissions will have a negligible air quality impact. In particular, any development "down-scaling" from the existing General Plan theoretically will create less of a regional air quality impact than the existing General Plan. That conclusion ignores what will happen to the residential or commercial demand not met by reducing the future San Gabriel scale of development in that such demand may be pushed farther from the air basin's urban core into outlying areas with longer driving distances to jobs and services.

By combining information on trip-making characteristics with land use assumptions for the various City buildout alternatives, a pollution burden analysis from transportation pollution sources can be developed that distinguishes between the regional pollution potential of identified alternatives. This analysis was performed by initializing the California Air Resources Board urban emissions model URBEMIS2 with the land use data for existing uses, for buildout according to the current General Plan, and for four alternative land use distributions, as described in Section 3.4. Since the number of residential units for low, medium and high density

housing is specified as a development range, the mid-point of each range was used for the analysis.

Results of the regional burdened analysis are compared in Table 3. Two conclusions are readily apparent. The continued reduction in air pollutant emissions from the travel fleet, as older cars are replaced, will create a reduction in total emissions from all City-based vehicles despite an anticipated moderate level of additional land use intensification. A second obvious conclusion is that all the proposed alternatives will generate a somewhat reduced pollution burden compared to a City buildout according to the existing General Plan. Among the alternatives, the "A," "B," and "C" mixes cause vehicular pollutants to be generated at levels that are basically indistinguishable from one another.

Any differences in vehicular emission levels among alternatives are not significant in terms of regional air quality for two reasons. City-based vehicular emissions are extremely small compared to basin-wide emissions from 200+ million VMT each day. Any small differences among alternatives (in tons/day) are even smaller still on a regional scale as seen as follows:

Emissions Generator	Organic Gases	Carbon Monoxide	Nitrogen Oxides
Existing General Plan	1.76	20.34	2.09
Maximum Difference among Alternatives	0.38	4.59	0.41
Basin-wide (Year 2000)	1019.	3885.	905.

In addition to the very small percentage differences among alternatives, any unmet demand, especially for housing, is going to meet elsewhere with basically the same set of automotive emissions. Any pollutants "saved" by downsizing San Gabriel growth will be "spent" elsewhere, possibly even exceeding the level avoided by forcing/shifting growth elsewhere. Land use and air quality planning consistency with the current draft regional SCAG growth management plan (GMP-4 mod) and its goal to establish jobs/housing balance is a more valid criterion for this analysis. That plan, however, is not yet sufficiently finalized to be related at this time to any of the candidate City buildout alternatives.

While the future incremental development of San Gabriel itself may have only a minimal regional air quality impact, the increase of traffic on City roadways may create localized violations of ambient health standards. To evaluate the potential for the formation of any air pollution "hot spots," the California line source dispersion model CALINE4 was used to estimate receptor exposure at various

Table 3

San Gabriel General Plan Development Mobile Source Pollution Burden - (tons/day)

	Total Organics	Carbon Monoxide	Nitrogen Oxides
Existing Land Use (1990)	2.95	29.20	3.21
Existing General Plan (2010)	1.76	20.34	2.09
"A" Land Use Mix*	1.70	19.50	2.01
"B" Land Use Mix	1.45	16.53	1.75
"C" Land Use Mix	1.38	15.75	1.68
"D" Land Use Mix	1.62	18.33	2.00

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* Existing baseline and modified General Plan land use mix.

Source: Hans D. Giroux, July 1989.

roadway links throughout San Gabriel potentially impacted by additional development traffic. This model was initialized with maximum traffic and minimum dispersions conditions at a distance of 25 feet beyond the edge of the sidewalk of each roadway segment with existing and future traffic in order to generate a worst-case impact assessment. The future (2010) scenario was analyzed for buildout according to the existing General Plan, as well as for four alternative land use scenarios. CO was used as the indicator pollutant to determine if there was any air pollution "hot spot" potential. The results of the modeling exercise are summarized in Tables 4 through 6, following. Detailed V/C ratio data for each analysis scenario by which vehicle travel speeds and emission rates can be calculated have not yet been developed. CO impacts at the 18 roadways studied were therefore calculated for a range of V/C ratios. The hourly CO exposure near the various analysis segments where maximum localized CO impacts are likely to occur currently total about 1-3 ppm above the regional background level if roadways operate at level "D" or better. Continued emissions reductions from newer, less polluting automobiles will create a continuing reduction in future microscale CO levels despite projected increases in traffic levels AS LONG AS THERE IS NO SUBSTANTIAL DECREASE IN INTERSECTION PERFORMANCE from the increased traffic. If the roadway system can accommodate increased traffic volumes, future microscale CO levels will be lower

Table 4

Microscale Air Quality Screening Analysis
Hourly CO Concentrations Above Background - V/C = "D"

		Exist	Projected 2010	2010 W/ Alt "A"	2010 W/ Alt "B"	2010 W/ Alt "C"
1.	Alhambra Road	0.4	0.3	0.3	0.3	0.3
2.	Broadway	0.9	0.6	0.7	0.6	0.5
3.	Del Mar Avenue					
	N/O Mission	0.9	0.6	0.7	0.6	0.6
	S/O Mission	1.9	1.3	1.4	1.3	1.1
4.	Fairview Avenue	0.2	0.1	0.1	0.1	0.1
5.	Hermosa Drive	0.3	0.2	0.2	0.2	0.2
6.	Junipero Serra Drive	0.7	0.5	0.6	0.5	0.5
7.	Las Tunas Drive	1.3	0.9	1.0	0.9	0.9
8.	Longden Drive	0.4	0.3	0.3	0.3	0.3
	Marshall Street	0.1	0.1	0.1	0.1	0.2
10.	Mission Drive	1.4	1.0	1.0	0.9	0.9
11.	New Avenue	1.6	1.1	1.1	1.2	1.3
12.	Ramona Avenue	0.7	0.5	0.5	0.5	0.5
13.	Roses Road	0.4	0.2	0.2	0.2	0.2
14.	San Gabriel Boulevard					
	N/O Mission	2.2	1.6	1.6	1.5	1.5
	S/O Mission	2.6	1.9	2.0	1.8	1.9
15.	San Marino Avenue	0.3	0.2	0.2	0.2	0.2
16.	Santa Anita Avenue	1.0	0.7	0.7	0.7	0.7
17.	St. Albans Road	0.2	0.2	0.2	0.2	0.2
18.	Valley Boulevard	2.0	1.4	1.5	1.4	1.6

Table 5

Microscale Air Quality Screening Analysis
Hourly CO Concentrations Above Background - V/C = "E"

		Exist	Projected 2010	2010 W/ Alt "A"	2010 W/ Alt "B"	2010 W/ Alt "C"
1.	Alhambra Road	0.6	0.4	0.4	0.4	0.4
2.	Broadway	1.1	0.8	0.9	0.7	0.7
3.	Del Mar Avenue					
	N/O Mission	1.1	0.8	0.8	0.8	0.8
	S/O Mission	2.5	1.7	1.8	1.7	1.8
4.	Fairview Avenue	0.2	0.1	0.1	0.1	0.1
5.	Hermosa Drive	0.4	0.3	0.3	0.3	0.3
6.	Junipero Serra Drive	0.9	0.7	0.7	0.7	0.6
7.	Las Tunas Drive	1.7	1.2	1.3	1.2	1.2
8.	Longden Drive	0.5	0.3	0.3	0.3	0.3
9.	Marshall Street	0.2	0.1	0.1	0.1	0.2
10.	Mission Drive	1.8	1.2	1.3	1.2	1.
11.	New Avenue	2.0	1.4	1.4	1.5	1.6
12.	Ramona Avenue	0.9	0.7	0.7	0.7	0.7
13.	Roses Road	0.5	0.3	0.3	0.3	0.3
14.	San Gabriel Boulevard					
	N/O Mission	2.9	2.0	2.1	1.9	1.9
	S/O Mission	3.4	2.4	2.6	2.3	2.4
15.	San Marino Avenue	0.3	0.2	0.2	0.2	0.2
16.	Santa Anita Avenue	1.3	0.9	0.9	0.9	0.9
17.	St. Albans Road	0.3	0.2	0.2	0.2	0.2
18.	Valley Boulevard	2.6	1.8	1.9	1.8	2.0

Table 6

Microscale Air Quality Screening Analysis
Hourly CO Concentrations Above Background - V/C = "F"

		Exist	Projected 2010	2010 W/ Alt "A"	2010 W/ Alt "B"	2010 W Alt "C
1.	Alhambra Road	0.7	0.5	0.5	0.5	0.5
2.	Broadway	1.5	1.0	1.2	0.9	0.9
3.	Del Mar Avenue					
	N/O Mission	1.5	1.0	1.1	0.9	0.9
	S/O Mission	3.3	2.2	2.3	2.2	2.3
4.	Fairview Avenue	0.2	0.2	0.2	0.2	0.2
5.	Hermosa Drive	0.5	0.4	0.4	0.4	0.4
6.	Junipero Serra Drive	1.3	0.8	0.9	0.8	0.8
7.	Las Tunas Drive	2.3	1.5	1.7	1.5	1.5
8.	Longden Drive	0.7	0.4	0.4	0.4	0.4
	Marshall Street	0.2	0.1	0.1	0.1	0.2
10.	Mission Drive	2.4	1.6	1.7	1.5	1.5
11.	New Avenue	2.7	1.8	1.7	1.9	2.0
12.	Ramona Avenue	1.3	0.8	0.8	0.8	0.8
13.	Roses Road	0.6	0.4	0.4	0.4	0.4
14.	San Gabriel Boulevard					
	N/O Mission	3.8	2.6	2.6	2.5	2.5
	S/O Mission	4.6	3.0	3.3	2.9	3.0
15.	San Marino Avenue	0.4	0.3	0.3	0.3	0.3
16.	Santa Anita Avenue	1.7	1.1	1.2	1.2	1.2
17.	St. Albans Road	0.4	0.3	0.3	0.3	0.3
18.	Valley Boulevard	3.5	2.3	2.4	2.3	2.5

than what they are today. As long as capacity exists, mitigation of any traffic problems will automatically obviate any associated air quality problems. Traffic mitigation is a sufficient and necessary condition to preclude the formation of any microscale air pollution "hot spots. "With an hourly CO standard of 20 ppm, both existing and future CO levels are well below any level of concern, even when a non-local background contribution is included in the total near-roadway exposure. If any standards are threatened, it would most likely be the 8 hour CO standard of 9 ppm. However, since neither the rush hour traffic nor the restrictive dispersion meteorology last for 8 hours, the long-term CO impact near each analyzed roadway will be much smaller than the already small hourly level. There is not enough projected future traffic growth to anticipate any significant microscale air quality concerns regardless of what development alternative is selected.

Mitigation Measures

The anticipated incremental City of San Gabriel development does not create a significant air quality impact on either a local or a regional scale. There is, therefore, no requirement to develop any unusual mitigation measures to off-set any project impacts. Further, since air quality impacts derive primarily from the automobile whose emissions characteristics are beyond the control of project proponents and local regulatory agencies, the potential for effective mitigation is quite limited.

Such a pessimistic conclusion notwithstanding, there are some transportation control measures (TCMs) and some temporary construction activity impact mitigation measures that should be considered in any growth planning in the City. Such measures include:

1. Dust control measures required by the AQMD to be implemented during construction should be actively enforced by City staff. Such measures include maintaining adequate soil moisture, as well as removing any soil spillage onto traveled roadways through site housekeeping procedures.

2. Reducing interference with existing traffic and preventing truck queuing around local receptors should be incorporated into any project construction permits. The permits should limit operations to daytime periods of better dispersion that minimizes localized pollution accumulation.

3. Various TCMs should be evaluated to determine how they might be incorporated into project designs. Such measures would be aimed primarily at employees of commercial development, but might also include other uses in certain instances. Measures that should be evaluated include:

    -- Ridesharing
    -- Vanpool Incentives
    -- Alternate Transportation Methods
    -- Work Scheduling for Off-Peak Hour Travel
    -- Transit Utilization

- TSM Program Coordination
- Traffic Signal Coordination
- Physical Roadway Improvements to Maintain LOS of "D" or Better.

4. The various transportation system management and traffic reduction policies and programs listed in the draft Circulation Element will help meet air quality objectives as well.

5. Participation in subregional jobs/housing balance efforts would help mitigate regional air quality impacts.

3.3 - NOISE

Environmental Setting

The most significant noise-producing activity within the City of San Gabriel involves the transportation elements: arterials, the freeway, and the rail line. In addition, numerous fixed sources of noise exist within portions of the City.

To determine the existing level of noise in San Gabriel, measurements were taken at 12 locations throughout the City. Due to the intrusive nature and level of noise involved, particular emphasis was placed on residential locations adjacent to major arterial corridor areas.

These measurements indicate the following:

1. Noise levels at residential locations adjacent to the San Bernardino Freeway, which are not fully buffered by the existing 10-foot barrier, are in excess of accepted standards.
2. Train movements along the Southern Pacific Rail Line produce excessive levels of noise at nearby residential locations.
3. Peak noise and vibration levels generated by train passes on the Southern Pacific Rail Line may damage the delicate facade of the San Gabriel Mission.
4. Traffic from major arterials, particularly Del Mar Avenue, San Gabriel Boulevard, Valley Boulevard, New Avenue, and Mission Drive, produces noise levels in excess of accepted standards. Residences adjacent to these sites are exposed to undesirable levels of noise.
5. Seven schools and six other noise-sensitive locations throughout the City are exposed to noise levels in excess of accepted standards.

For further details on the existing noise environment, including noise measurement locations, traffic noise modeling, noise compatibility criteria, etc., please refer to the draft Noise Element, on file with the City of San Gabriel Planning Department.

Impacts

Four projected traffic scenarios for the year 2010 were examined for their associated noise impacts. These take into consideration the existing General Plan designations, as well as three land use alternatives labeled "A," "B," and "C." The alternative traffic projections are explained in Section 3.7 of this EIR, and refer to the 12 land use issue areas described in Section 3.4. In general, future traffic increases with any of the four scenarios will increase noise levels adjacent to the arterials by only 0.5 to 1.0 dB, and the impact of the noise exposure will remain unchanged. That is, in general, where a significant impact currently exists, it will continue to exist in the future and where the impact due to noise is insignificant, the projected increases in

traffic volume will not generate a significant impact. However, for residences adjacent to Ramona Boulevard and Del Mar Avenue (north of Mission Drive), the noise exposure will increase to 65 dB or greater with any of the four projected traffic scenarios. resulting in a significant impact at these locations.

For residences adjacent to Fairview Avenue, the noise exposure will increase beyond 60 dB in the future regardless of the projected traffic scenario. This is considered to be a marginally significant impact. With the Alternative "C" scenario, the noise exposure will increase to beyond 60 dB for residences adjacent to Marshall Street.

Mitigation Measures

The following policies and actions, which are contained in the draft Noise Element, will minimize the noise-related problems and issues within the City of San Gabriel:

Policy 1 - A noise barrier will be constructed along the San Bernardino Freeway in the vicinity of Brighton Street.

Action - The City will finance the construction of a noise barrier along the freeway in the vicinity of Brighton Street.

Policy 2 - The tracks of the Southern Pacific Rail Line through the City will be lowered below grade level.

Action - The City will actively participate in the administrative process leading to financing the construction of the Southern Pacific Rail Line below the existing grade.

Policy 3 - Noise barriers will be constructed along the Southern Pacific Rail Line corridor where residences exist adjacent to the main track.

Action - The City will construct noise barriers in residential areas where existing homes are directly adjacent to the main track.

Policy 4 - The City will encourage the Southern Pacific Transportation Company to reduce the level of noise produced by train movements within the City.

Action - The City will encourage the Southern Pacific Transportation Company to minimize the level of noise produced by existing train movements. This can be accomplished by regular maintenance of the track and trains. Use of the trains' horns should also be minimized. The City will also monitor the existing operations on the rail line, as well as any plans for future development. Any actions that increase the level of noise throughout the City will be discouraged.

Policy 5 - The City will consider planning guidelines which include noise control for the exterior living space of all new residential developments within noise impact areas.

Action - The City will adopt guidelines which consider noise as an early factor in planning future residential developments.

Policy 6 - The City will consider planning guidelines which include noise control for the interior living space of all new residential developments within noise impact areas.

Action - The City will require that the state noise insulation standards for exterior-to-interior noise control be applied to all new single and multi-family structures.

Policy 7 - The City will apply noise insulation requirements for the conversion of existing apartments into condominiums.

Action - The City will adopt the state noise insulation standards to limit intrusive noise levels for all new condominium conversion projects within the City.

Policy 8 - The City will consider noise control requirements for all new equipment purchases. Noise levels produced by equipment will be considered a factor in the procurement process.

Policy 9 - Future projects will be reviewed by the City, with special consideration regarding the reduction of unnecessary noise near noise-sensitive areas, such as parks, hospitals, libraries, convalescent homes, etc.

Policy 10 - Maintain liaison with transportation agencies, such as Caltrans, regarding the reduction of noise from existing transportation facilities. The design and location of new facilities will also be considered.

Policy 11 - Consideration will be given to buffering noise-sensitive areas from noise-generating land uses.

Action - Prior to restriping Del Mar Avenue to add additional travel lanes. the City will conduct an acoustical analysis to identify the location of significant noise impacts to homesites along the route, and to determine whether feasible mitigation measures can be provided, given the necessity to maintain driveway openings. The City will evaluate alternative noise mitigation measures at that time, such as retrofitting homes with dual-pane windows and wall insulation. The City may also determine the potential impacts to the residential character of this corridor are unacceptable, and inadequate roadway capacity is acceptable.

Policy 12 - The City will implement a review process concerning its policies and regulations affecting noise.

Action - A review of ongoing policies and ordinances will be developed every five years or as new technological developments warrant, as per state guideline requirements.

Action - Noise monitoring within the City will be an ongoing process conducted by the appropriate departments. Additionally, a liaison will be developed between the City and the Los Angeles County Health Department in order to obtain assistance in on-site measurements of noise levels.

Policy 13 - The City will encourage its agencies to observe the state and federal occupational safety and health noise standards.

Policy 14 - The City will encourage the enforcement of regulations (such as the State Vehicle Code Noise Standards) for all privately-owned, City-owned, and City-operated automobiles, trucks, and motorcycles operating within San Gabriel.

Action - The City Police Department will enforce the State Vehicle Code Noise Standards. In addition, the City will discuss possible noise control measures with the trash collection service on contract to the City to encourage the implementation of such measures.

3.4 - LAND USE

Environmental Setting

The City of San Gabriel covers roughly 4.3 square miles of predominantly flat land area. It is an older bedroom community, nearly fully developed at low to moderate intensities, depending upon the area and type of land use. Less than one percent of its land area is vacant. Its population intensity is comparable to, but lower than, the neighboring Cities of Alhambra, Monterey Park, Rosemead, and Temple City.

Present development patterns in the City's multi-family and commercial districts have resulted from the small size and non-contiguous ownership of parcels. Consequently, many multi-family neighborhoods appear over-built due to the lack of outdoor open spaces and the maximization of building and parking/driveway areas. Commercial districts exhibit a strip form of development composed of numerous individual businesses on small parcels, rather than in integrated shopping centers. Off-street parking is often inadequate and there is a pervasive absence of urban design cohesion and amenities which would enhance the attractiveness and desirability of these vital business districts.

In general, it appears that increased code enforcement efforts and more demanding development standards are needed to improve the quality of multi-family neighborhoods and commercial corridors.

The City's existing land use pattern is illustrated on Figure 4, following. This figure is based on the results of a comprehensive land use survey completed in October 1987. Table 7 provides a statistical summary of the existing land use distribution.

The existing General Plan land use designations, along with the locations of 12 major issue areas, are illustrated in Figure 5, following. The 12 areas represent those portions of the City where community concern has been focused due to rapid change in the land use pattern, and/or the recognition of ongoing problems that need to be resolved.

The present character of these areas and the land use alternatives under consideration are described as follows:

Area 1:	Well-maintained, older single-family neighborhood surrounded by multi-family projects and a few small offices along Santa Anita Street. Although one of the City's main objectives is to preserve existing single-family neighborhoods, this area is close to the San Gabriel Valley Medical Center, and the City Planning Commission has expressed a desire to increase professional office uses in this area.

GENERALIZED EXISTING LAND USE PATTERN

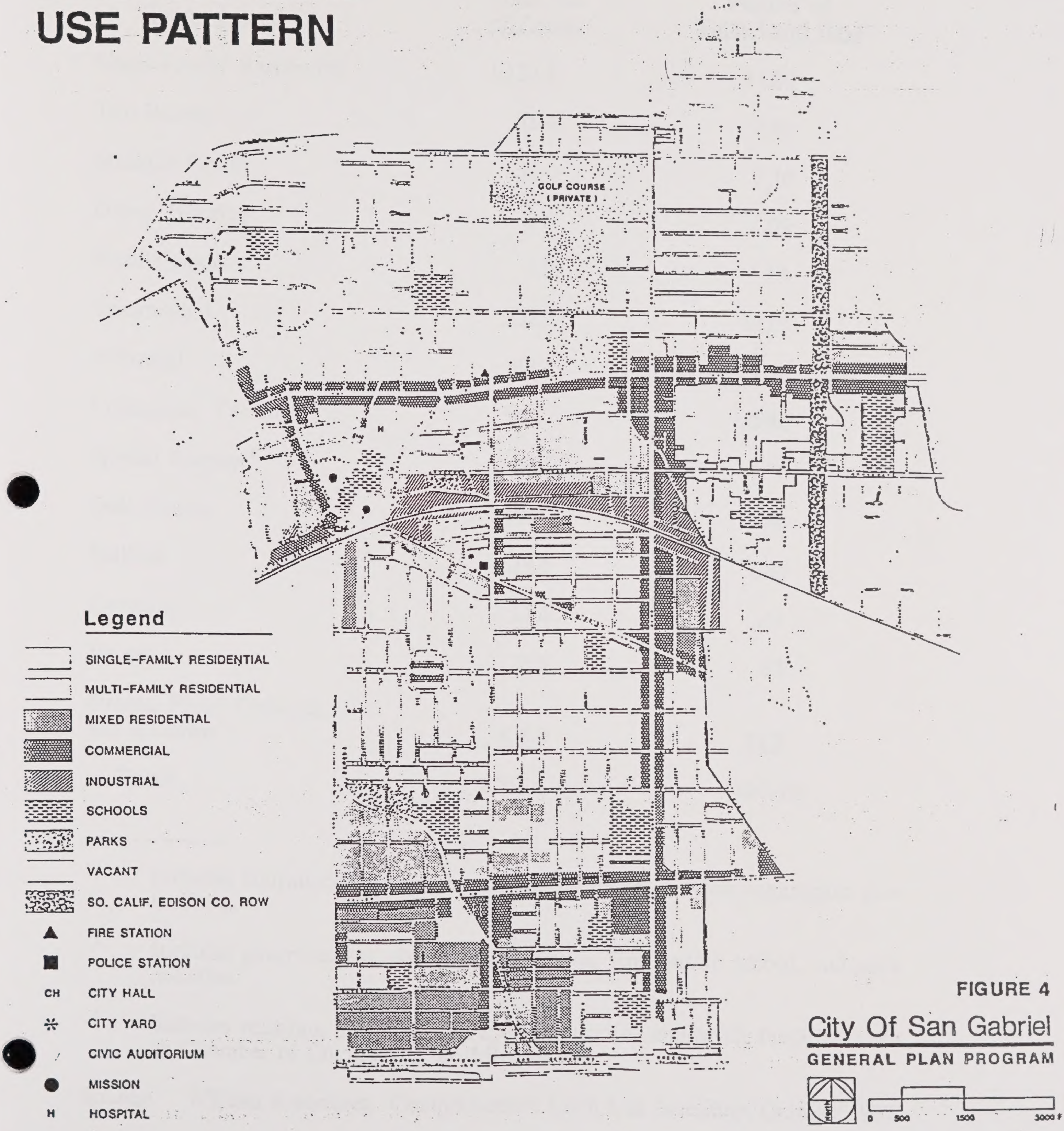

GOLF COURSE
(PRIVATE)
H
Legend
SINGLE-FAMILY RESIDENTIAL
MULTI-FAMILY RESIDENTIAL
MIXED RESIDENTIAL
COMMERCIAL
INDUSTRIAL
SCHOOLS
PARKS
VACANT
SO. CALIF. EDISON CO. ROW
▲ FIRE STATION
■ POLICE STATION
CH CITY HALL
✳ CITY YARD
/ CIVIC AUDITORIUM
● MISSION
H HOSPITAL
North
0
500
1500
3000 F

FIGURE 4

City Of San Gabriel

GENERAL PLAN PROGRAM

Table 7

Current Distribution of Land Uses

Type of Land Use	Total No. of Acres	Percent of Total Land Base
Single-Family Residential	1,130.2	41.00
Two-Family	76.4	2.80
Multiple-Family	213.0	7.70
Group Housing[1]	2.6	.09
Mobilehomes	1.0	.03
Commercial	332.3	12.05
Industrial	48.2	1.70
Community Facilities[2]	107.7	3.90
Special Purpose[3]	50.6	1.80
Golf Course	100.0	3.60
Utilities	39.6	1.40
Cemetery	11.6	.42
Vacant	23.5	.85
Streets, Flood Channels, and Railways	619.9	22.5
Totals	2,756.5 acres	100.0%

---

[1] Includes convalescent hospitals, nursing homes and other congregate care facilities.

[2] Includes governmental, civic/cultural, police, fire, public school, and park facilities.

[3] Includes religious, fraternal and special-purpose, non-profit facilities, such as Chamber of Commerce, the Mission, etc.

Source: Willdan Associates, Comprehensive Land Use Inventory, October 1987.

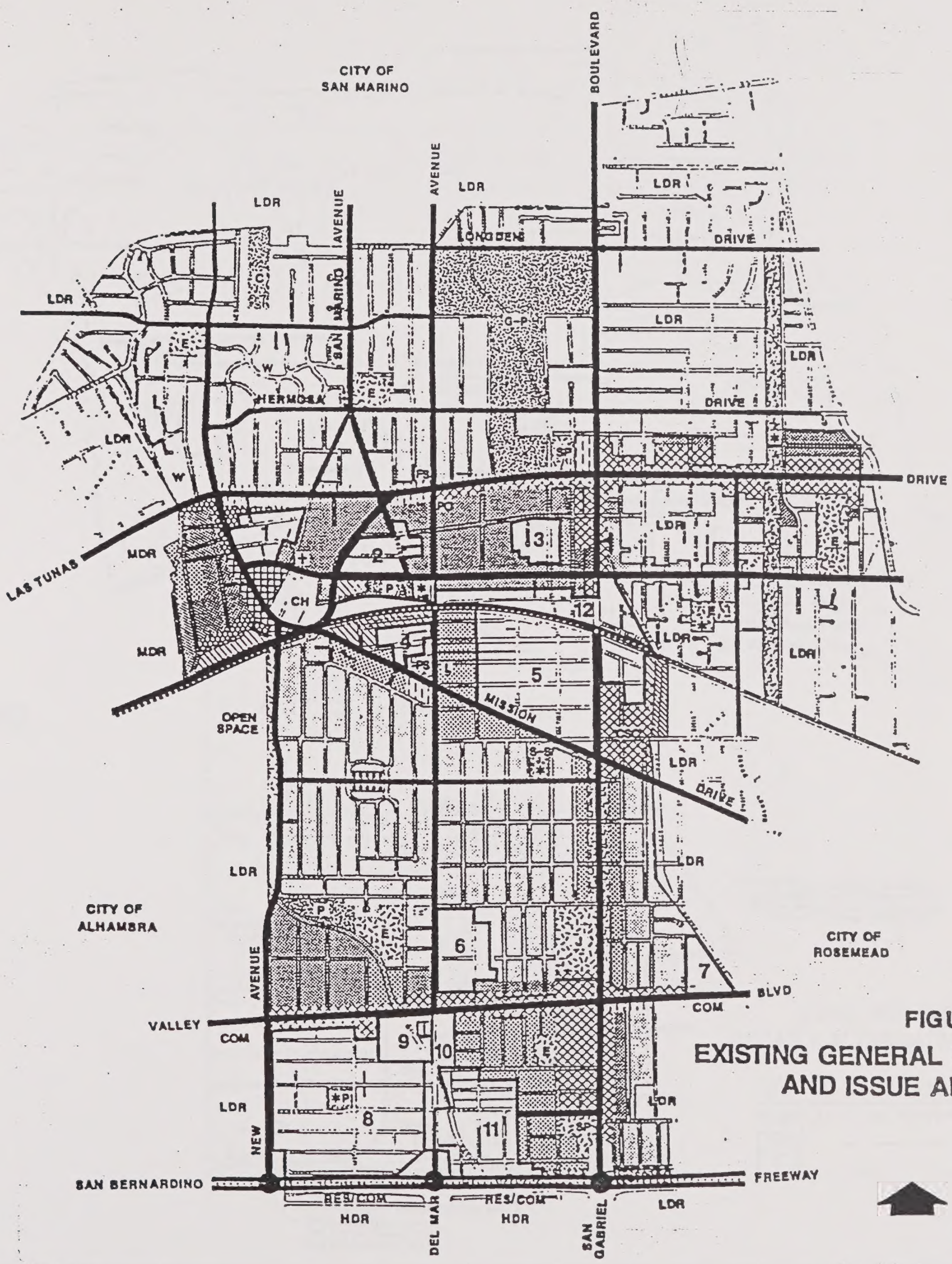
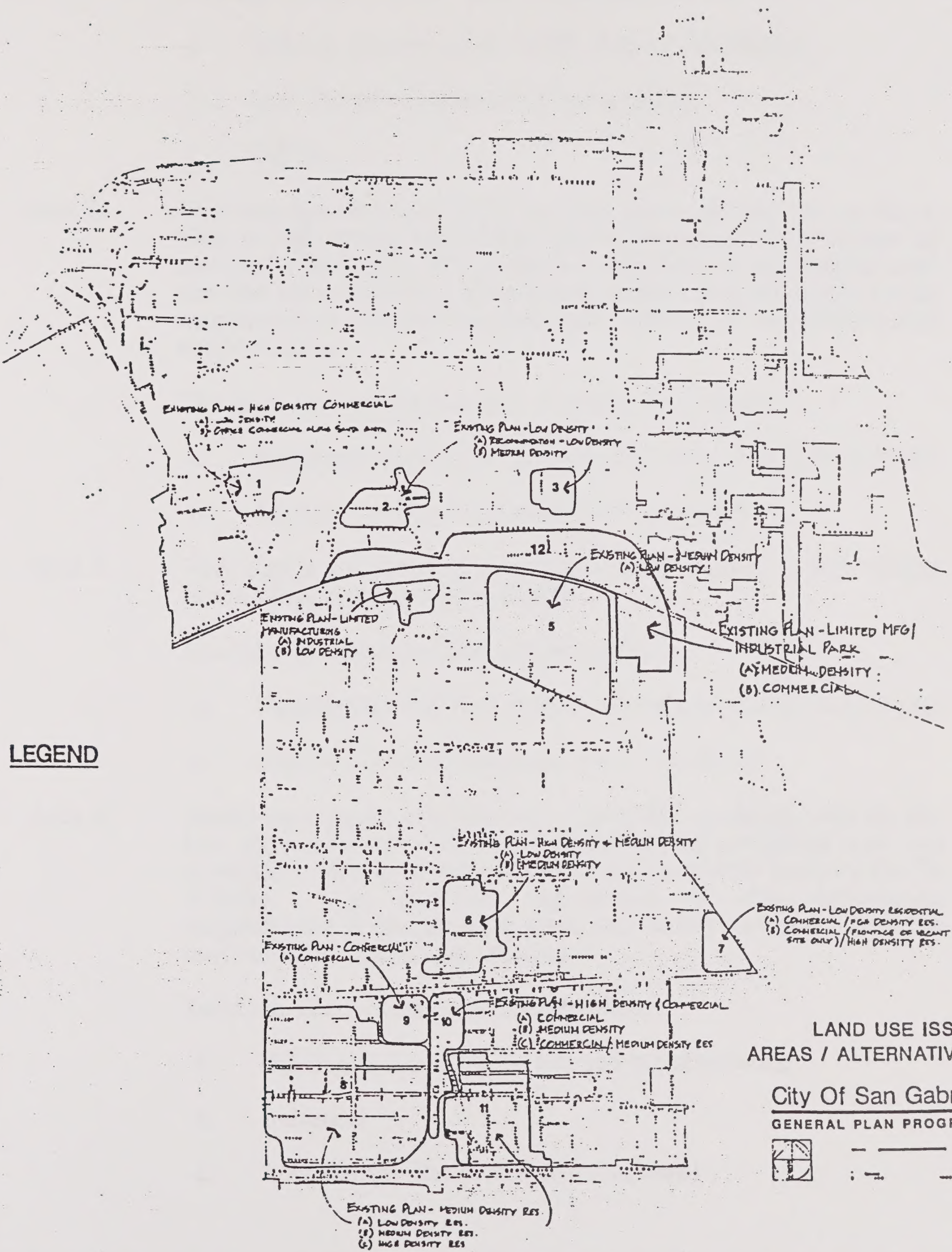

CITY OF SAN MARINO
BOULEVARD
AVENUE
LDR
SAN MARINO AVENUE
LONGDEN
DRIVE
LDR
G-P
E
W
HERMOSA
DRIVE
SP
PS
PO
DRIVE
LAS TUNAS
MDR
CH
P
2
3
12
MDR
PS
L
5
MISSION
DRIVE
OPEN SPACE
S-S
LDR
CITY OF ALHAMBRA
P
E
6
7
CITY OF ROSEMEAD
BLVD
COM
VALLEY
COM
9
10
E
LDR
P
8
11
SP
NEW AVENUE
SAN BERNARDINO
FREEWAY
RES/COM
RES/COM
HDR
HDR
DEL MAR
SAN GABRIEL
LDR

FIGURE 5
EXISTING GENERAL PLAN AND ISSUE AREAS


EXISTING PLAN - HIGH DENSITY COMMERCIAL
(A) → DENSITY
(B) OFFICE COMMERCIAL ALONG SANTA ANITA
EXISTING PLAN - LOW DENSITY
(A) RECOMMENDATION - LOW DENSITY
(B) MEDIUM DENSITY
1
2
3
12
EXISTING PLAN - MEDIUM DENSITY
(A) LOW DENSITY
EXISTING PLAN - LIMITED MANUFACTURING
(A) INDUSTRIAL
(B) LOW DENSITY
4
5
EXISTING PLAN - LIMITED MFG/ INDUSTRIAL PARK
(A) MEDIUM DENSITY
(B) COMMERCIAL
EXISTING PLAN - HIGH DENSITY & MEDIUM DENSITY
(A) LOW DENSITY
(B) MEDIUM DENSITY
6
EXISTING PLAN - LOW DENSITY RESIDENTIAL
(A) COMMERCIAL / HIGH DENSITY RES.
(B) COMMERCIAL (FRONTAGE OF VACANT SITE ONLY) / HIGH DENSITY RES.
7
EXISTING PLAN - COMMERCIAL
(A) COMMERCIAL
9
10
EXISTING PLAN - HIGH DENSITY & COMMERCIAL
(A) COMMERCIAL
(B) MEDIUM DENSITY
(C) COMMERCIAL / MEDIUM DENSITY RES
8
11
EXISTING PLAN - MEDIUM DENSITY RES.
(A) LOW DENSITY RES.
(B) MEDIUM DENSITY RES.
(C) HIGH DENSITY RES

LEGEND

LAND USE ISSUE AREAS / ALTERNATIVES

City Of San Gabriel

GENERAL PLAN PROGRAM

The land use alternatives under consideration include:

a. Existing General Plan -- High Density Residential

b. Low Density Residential (0-6 d.u./acre)

c. Offices

Area 2: Well-maintained, single-family neighborhood, surrounded on three sides by high density multi-family and on the south side by industrial and public park uses. The proximity to the high activity hospital area and the higher intensity development surrounding the single-family neighborhoods threaten the long-term viability of the single-family neighborhood.

The land use alternatives under consideration include:

a. Existing General Plan -- Low Density Residential (1-9 d.u./acre)

b. Medium Density Residential (7-11 d.u./acre)

Area 3: Very similar single-family area as described in Area 2, with similar surrounding land use characteristics.

Land use alternatives under consideration:

a. Existing General Plan -- Low Density Residential (1-9 d.u./acre)

b. Medium Density Residential (7-11 d.u./acre)

Area 4: Mostly older single-family homes, in poor/fair condition, built on tiny lots, surrounded by a variety of dissimilar and conflicting uses and heavily impacted by train movements along the nearby Southern Pacific Railway. The long-term maintenance of this single-family neighborhood is questionable, given the variety and severity of the environmental constraints affecting it.

Land use alternatives under consideration:

a. Existing General Plan -- Limited Manufacturing

b. Industrial

c. Low Density Residential (0-6 d.u./acre)

Area 5: Completely developed area, composed primarily of well-maintained, single-family homes, with several duplex-style dwelling units in the northwest periphery and a few multi-family projects in the northeast periphery. Commercial uses extend along the entire San Gabriel Boulevard frontage and also in two small pockets along Mission Drive, between Lafayette Street and Euclid Avenue. The existing General Plan designations include Medium Density Residential, which would allow for intensification of the entire residential area, transforming this single-family enclave into a large multi-family area.

Land use alternatives under consideration are:

a. Existing General Plan -- Medium Density Residential

b. Low Density Residential (0-6 d.u./acre)

Area 6: Mixed residential area containing long-established and well-maintained, single-family neighborhoods, but experiencing significant intensification to higher density, multi-family development that is changing the land use pattern. The existing General Plan designations of high and medium density residential would allow for full transition to a multi-family area.

Land use alternatives under consideration include:

a. Existing General Plan -- High Density (20-35 d.u./acre) and Medium Density Residential (10-19 d.u./acre)

b. Low Density Residential (0-6 d.u./acre)

c. Medium Density Residential (7-11 d.u./acre)

Area 7: This triangular-shaped area contains a 2.2-acre vacant lot fronting on Valley Boulevard, an old high-density apartment complex at the northerly extreme with access from Scott Street, and commercial uses at the southwest corner. The old apartment complex is very isolated and of poor quality and would be even more isolated if the vacant lot is developed with commercial uses. Single-family uses are to the immediate west.

Land use alternatives under consideration include:

a. Existing General Plan -- Low Density Residential (1-9 d.u./acre)

b. High Density Residential (12-25 d.u./acre) on 2/3, General Commercial on 1/3

c. General Commercial on 2/3, High Density Residential (12-25 d.u./acre) on 1/3.

Area 8: The City's largest area of residential transition, where intensification from lower to higher densities has been occurring very rapidly. Much of the existing housing stock is quite old (more than 40 years). Many of the older single-family homes, as well as the older multi-family projects, are in fair and sometimes poor condition.

The east/west through streets are often difficult to travel along, due to extensive on-street parking along both sides of these narrow streets, which can restrict two-way traffic to one automobile at a time. Although McKinley Elementary School in the middle of this area is not currently over capacity, continued rapid population growth could result in student generation in excess of the McKinley School design capacity while exacerbating the existing overcrowding at the San Gabriel High School. Several water mains in the area do not provide adequate water pressure to meet fire flow requirements for continued high-density development.

Land use alternatives under consideration include:

a. Existing General Plan -- Medium Density Residential (10-19 d.u./acre)

b. Low Density Residential (0-6 d.u./acre)

c. High Density Residential (12-25 d.u./acre)

Area 9: This area contains the City's largest vacant site, the 10.6 acre former Edward's Drive-In Theatre site, and a mix of marginally successful commercial uses in the triangular area on the east side of the Alhambra Wash. The former drive-in theatre site has been the subject of much controversy, as neighbors and decision makers wrestle with the question of how to develop this site in the manner which most effectively accomplishes the City's economic development objectives, with minimal negative effect on surrounding land uses and local traffic conditions. The limited arterial frontage of the old drive-in site and the barrier posed by the flood channel, make it necessary to include the adjacent commercial uses which front on Valley Boulevard and Del Mar Avenue in the consideration of the development potential of this area.

Alternatives under consideration include:

a. Existing General Plan -- General Commercial

b. Commercial Specific Plan

Area 10: This area contains a large supermarket at the southeast corner of Valley Boulevard and Del Mar Avenue, along with a variety of marginally successful commercial businesses and older high density apartment complexes, strung out along both sides of Del Mar Avenue. While the City wishes to strengthen its economic base, this small commercial corridor has not been very successful and can be considered unsightly. The small lots and multiple ownerships also make it very difficult to consolidate parcels and to recycle the multiple commercial sites into fewer larger sites which could be redeveloped to provide better access, greater off-street parking, and integrated architectural styles and signage, all of which could improve the economic strength of this strip. These conditions and the impacts of traffic noise and emissions also serve as constraints to further residential development.

Alternatives under consideration:

a. Existing General Plan -- High Density Residential (20-35 d.u./acre) and General Commercial

b. General Commercial

c. Medium Density Residential (12-25 d.u./acre)

d. Medium Density Residential and General Commercial

Area 11: This is another substantial residential area undergoing significant intensification pressures, and is very similar to Area 8, in terms of existing housing conditions, street congestion, and potential effects on local schools and utilities.

Alternatives under consideration:

a. Existing General Plan -- Medium Density Residential (10-19 d.u./acre)

b. Low Density Residential (0-6 d.u./acre)

c. Medium Density Residential (7-11 d.u./acre)

d. High Density Residential (12-25 d.u./acre)

Area 12: This area consists of the City's major industrial area, a strip of medium-high density residential along the south side of Broadway and several small commercial uses along the west side of San Gabriel Boulevard. Many of the businesses are old and the buildings and sites

are generally in need of significant maintenance. The interior streets are generally substandard and there has been little or no effort to buffer the adjacent residential uses. Major financial resources would have to be committed to undertake any significant changes here, whether a general "face-lift" or wholesale change in land use is the objective. The Southern Pacific Railway tracks traverse this entire area. Trains arrive in this area are approximately 36 times a day and serve the industrial uses located here.

Alternatives under consideration:

a. Existing General Plan -- Limited Manufacturing and Industrial Park

b. Medium Density Residential (7-11 d.u./acre)

c. General Commercial

Impacts

A. ISSUE AREAS AND LAND USE ALTERNATIVES

The proposed Land Use Element considers changes to the existing land use designations only for the 12 issue areas illustrated earlier in Figure 5. Existing designations would continue to govern the remainder of the planning area. These 12 areas, therefore, represent the portions of the City with the greatest potential for significant changes in the existing and planned land use pattern.

The potential land use effects associated with the alternatives under consideration for each of the 12 issue areas are as follows:

Area 1

This 12.6-acre area is currently designated for either High Density Residential or Commercial Office uses. A comparison of the different land use characteristics/potential for the existing uses and the alternative land use designations under consideration is shown below:

Type of Land Use	Existing Uses	Existing GP (HDR or CO)	Alt. B (LDR)	Alt. C Office
Single-Family Homes	53		76	0
Multi-Family Dwellings (2+)	72	441	0	0
Acres Commercial Uses	.2	or	0	0
Acres Office Uses	.4	12.6	0	12.6

The alternative with the least overall impact is Alternative B, which would theoretically result in the conversion of several existing uses to single-family residences, with a total potential buildout of the 12.6-acre area of 76 single-family dwelling units.

Due to the proximity to the San Gabriel Valley Medical Center and the growing need for nearby professional office space, the expansion of single-family homesites in this area would be an inefficient use of the land. The many low-moderate income employees of the medical center represent a sizable local affordable housing demand, and the development of additional dwelling units at a high density could help satisfy this demand.

The multiple ownership, small lot (50 feet by 125 feet) parcel pattern is a significant constraint to the development of high quality, high density residential complexes. The likelihood is that, if designated for high density residential (per the existing designation) development of new multi-family units would occur on a lot-by-lot basis, with little chance of achieving significant densities or open space amenities. On the other hand, a single-family residence can be successfully converted into a small professional office, if sufficient parking area can be provided.

Area 2

This 12.34-acre site is currently designated and utilized for low density (1-9 d.u./acre) single-family residential development. Existing land use characteristics, compared to the land use alternatives under consideration, are as follows:

Type of Land Use	Existing Uses	Existing GP (LDR)	Alt. B (MDR)
Single-Family Homes	75	111	0
Multi-Family Dwellings (3+)	16	0	135

The alternative with the least impacts is the existing General Plan designation of low density. Under the existing density range of 1-9 d.u/acre for the low density category, a maximum of 111 dwelling units could be built. This would require approval of the further subdivision of several of the 77 lots, which is most unlikely considering the City's single-family lot size standards. The 16 existing multi-family units could remain if the total density limit for the area is maintained.

The medium density alternative would allow for the development of up to 44 additional dwelling units above existing conditions. This could be infeasible unless parcel consolidation were to take place since the parcel in this area average 6,500-7,000 square feet in area, which would be substandard for high quality, multi-family project requirements.

Area 3

This 8.8-acre area is currently designated for low density residential (1-9 d.u./acre) and contains 44 single-family homes. The existing land uses, compared to the alternatives under consideration, are as follows:

Type of Land Use	Existing Uses	Existing GP (LDR)	Alt. B (MDR)
Single-Family Homes	44	79 (max.)	0
Multi-Family Dwellings	0	0	96

Redesignation of this area to medium density would allow for more than a doubling of the existing number of dwelling units. However, this would require extensive parcel consolidation due to the existence of small (6,000-7,500 square foot) individually-owned parcels. Conversion of this single-family neighborhood to medium density residential would be compatible with the multiple-family development character of surrounding land uses, but would also involve minor increases in local traffic, noise, and the demand for parkland and other public services.

Area 4

This 6.2-acre area is presently designated for Limited Manufacturing uses, but is developed with older single-family homes which are severely impacted by the railway and adjacent industrial and commercial uses. The existing land uses, compared to the alternatives under consideration, are as follows:

Type of Land Use	Existing Uses	Existing GP (Lim. Mfg.)	Alt. B (LDR)
Single-Family Homes	39*		37
Industrial	0	6.2 acres	0
Commercial	.36 acre	0	0

* Includes 2 duplexes.

The existing General Plan designation of Limited Manufacturing would simply become Industrial, under the proposed land use classification system. Leaving the industrial designation intact would theoretically result in efforts to relocate the heavily impacted residents to more suitable residential neighborhoods, and the redevelopment of the other residential sites with clean, light industrial uses. This would be a positive change for the affected residents. This would provide compatibility with surrounding industrial and commercial uses and the railway.

On the other hand, redesignation of this area to low density residential would perpetuate a number of existing land use conflicts and retain a severely

impacted residential neighborhood. Substantial buffering improvements would need to be constructed to protect these residents from the surrounding nuisances. and many of the homes would require substantial rehabilitation to meet current building safety code requirements.

Area 5

This 58.8-acre area is currently designated for medium density residential (10-19 d.u./acre), high density residential (20-35 d.u./acre), and General Commercial uses but is developed predominantly with well maintained single-family homesites. The existing land uses compared to the alternatives under consideration, are as follows:

Type of Land Use	Existing Uses	Existing GP (MDR. HDR,C)	Alt. B (LDR,C)
Single-Family Homes	207	0	331
Multi-Family	86-DUP	117-HDR (20-35)	
Dwellings	75-MF	986-MDR (10-19)	0
Commercial	54 acres	3.5 acres	3.5 acres

The least impact alternative is B, which would redesignate the residential portion to low density to maintain the existing single-family housing stock and to eventually replace the duplex and multi-family units with fewer single-family residences. Also, about two acres of existing commercial and parking uses would become nonconforming uses and would eventually need to be replaced with single-family residences. This would occur mainly in those two pockets along Mission Drive described earlier, along with the parking lot serving the office uses at the southwest intersection of San Gabriel Boulevard and Mission Drive.

Retention of the existing General Plan designations would allow for a significant intensification to the residential neighborhoods, from 368 existing, mostly single-family units, to a maximum of 1,103 total units. A maximum of 117 high density units could be accommodated along the 100-foot wide strip adjacent to the commercial uses fronting on San Gabriel Boulevard and up to 986 medium density units could be developed throughout the remainder of the area. Again, intensification to medium and high density residential development would require substantial parcel consolidation in order to achieve the high quality of development expressed as an objective in the proposed Land Use Element. This would be especially difficult to achieve in the narrow, 100-foot wide strip designated for high density residential, along the boundary of the commercial strip along San Gabriel Boulevard. The increase in housing units and associated population would also exacerbate the existing parkland deficiency and increase the per capita demand for other public services such as schools, water and sewer, libraries, etc.

Area 6

This 26.9-acre area is presently designated for 10.8 acres of medium density residential, in the square area bounded by Wells Street, Palm Avenue, Newby Avenue and Del Mar Avenue, 6.9 acres of high density residential in the square area bounded by Newby Avenue, Palm Avenue, Del Mar Avenue and commercial uses along Valley Boulevard. The remainder of Area 6 is designated for low density residential, in the long rectangular block bounded by Wells Street, Palm Avenue, the commercial strip along Valley Boulevard and the rear property lines of the parcels along the west side of Euclid Avenue.

The existing land uses, compared to the alternatives under consideration, are as follows:

Type of Land Use	Existing Uses	Existing GP (LDR, MDR, HDR)	Alt. B (LDR)	Alt. C (MDR)
Single-Family Homes	48	82	161	0
Multi-Family Dwellings (2+)	8-DUP 272-MF	205-MDR 241-HDR	0	296
Auditorium	1 acre	0	0	0
	329	528	161	296

Alternative B has the least impact, allowing for only 161 single-family residences in the entire area. This would require substantial relocation of existing households, as existing multi-family sites are replaced with single-family homesites at much higher per unit rental/ownership costs.

Implementation of the existing General Plan designation would also eventually require substantial relocation of existing households, as several multi-family sites along the east side of Palm Avenue are replaced with low density single-family units at higher owner/rental costs. In addition, the small existing single-family neighborhoods along Newby Avenue and Wells Street would be replaced by multi-family projects at medium to high densities (assuming substantial parcel consolidation were to take place).

Alternative C would also eventually replace the single-family neighborhoods with medium density, multi-family projects and would result in 32 fewer dwelling units than currently exist, due to the replacement of several high density sites with medium density projects.

Area 7

This 9.1-acre, triangular-shaped area is presently designated for low density residential development. The existing land uses, compared to the alternatives under consideration, are as follows:

Type of Land Use	Existing Uses	Existing GP (LDR)	Alt. B (1/3 GC & 2/3 HDR)	Alt. C (1/3 HDR & 2/3 GC)
Single-Family Homes	0	82	0	0
Multi-Family Dwellings (3+)	53	0	151	75
Auto Services	2.84 acres	0	0	0
General Commercial	0	0	3 acres	6.1 acres
Vacant	2.3 acres	0	0	0

Implementation of the existing General Plan designation would eventually necessitate the displacement of all existing multi-family units and the auto service businesses located along Valley Boulevard, followed by subdivision of the area into a single-family neighborhood into a maximum of 82 lots. This would be compatible with the land immediately west, which is designated and developed with single-family residences (except for existing commercial uses along Valley Boulevard). On the other hand, several of the would-be buyers of the single-family homes would be subject to severe traffic impacts along Valley Boulevard, without substantial buffering.

Alternative B would allow the existing apartment complex to become a conforming use, with approximately 100 additional high density units allowed adjacent to the south. The three acres fronting onto Valley Boulevard would be developed with various commercial uses. Well-designed buffer areas could be provided along the boundary of the high density residential and commercial and single-family uses, to minimize conflicts.

Alternative C would expand the commercial area fronting Valley Boulevard, from three to six acres, approximately to the boundary of the existing apartment complex. An effective buffer area could also be provided through the development of future commercial uses adjacent to the residential uses. This would avoid displacement of the multi-family uses, while creating the opportunity for consolidation of parcels into a single, six-acre commercial center, or perhaps the establishment of a large, single business. This alternative would generate substantially more traffic than the other alternatives, possibly adding a significant amount of congestion to traffic along Valley Boulevard and at the intersection of Valley Boulevard/San Gabriel Boulevard.

Area 8

This 91-acre area is presently designated for 85.3 acres of medium density and 5.7 acres of high density residential. The existing land uses compared to the alternatives under consideration, are as follows:

Type of Land Use	Existing Uses	Existing GP (HDR, MDR)	Alt. B (LDR)	Alt.C (MDR)	Alt. D (HDR)
Single-Family	294	0	546	0	0
Multi-Family	260 DUP	1,620 MDR	0	1001 MDR	0
	194 MF	199 HDR	0	0	2,275 HDR
	848 d.u.	1,819 d.u.	546 d.u.	1,001 d.u.	2,275 d.u.

The existing General Plan designation would allow for intensification of approximately 30 parcels to high density along a narrow band parallel to the west side of Del Mar Avenue, stretching from Saxon Avenue north to Bencamp Street. The rest of the areas would be allowed to intensify to medium density, eventually resulting in the displacement of over 280 single-family dwellings which would be replaced by multi-family buildings. Without extensive parcel consolidation, much of this multi-family development would continue to consist of boxy buildings with a minimum of open space and amenities.

Alternative B would eventually necessitate the displacement of 554 multi-family dwellings, including most of the households living therein. These households could find it very difficult to afford the higher price of single-family housing. Numerous property owners would also suffer a substantial loss in property value, compared to the value of nearby fully developed multi-family property of the same size. The City's property tax base would decline accordingly. Demands for various per capita-based public services would be the lowest of the alternatives.

Alternative C would allow for the addition of up to 153 additional dwelling units, compared to existing conditions. This could occur through the replacement of 294 existing single-family residences with medium density, multi-family buildings and by reducing the number of existing high density projects.

Alternative D would allow for more than a doubling of the number of total dwelling units, from 848 to approximately 2,275. Once again, all existing single-family dwellings would eventually be replaced by high density, multi-family buildings. This level of intensification, however, may be very difficult to achieve, considering the small average lot size (6,500-10,000 square

feet), multiple ownership pattern, localized water pressure deficiencies, unknown remaining sewer line capacities and the high costs of building subterranean parking to increase usable ground surface area available to meet open space/recreation area requirements. This alternative would have the highest impacts on local traffic volumes, and on the demand for public services and utilities.

Area 9

This 17.2-acre area (including the vacant, former drive in theatre site, flood control channel and triangular area at the southwest corner of Valley Boulevard/Del Mar Avenue) is presently designated for General Commercial uses. The existing land uses compared to the alternatives under consideration, are as follows:

Type of Land Use	Existing Uses	Existing GP (Gen. Com.)	Alt. B (Com. SP)
Vacant	10.6 acres	0	0
General Commercial	5.9 acres	17.2 acres	17.2 acres
Light Industrial	.7 acres	0	0

Both the existing General Plan and Alternative B would eventually result in the replacement of the existing light-industrial use (pipe supplies and storage) with commercial uses.

Future development under the existing General Plan designation is unlikely to include some integration of the flood channel into a commercial center, since there is no incentive or City assistance to accomplish this. As a result of this, it is also unlikely that the development of the former drive-in site would be linked to the triangular area on the opposite side of the flood channel. As a result, the opportunity for gaining considerable frontage along Del Mar Avenue is extremely remote. Similarly, there are no special incentives to link the properties fronting onto Valley Boulevard to the old drive-in site, further diminishing the opportunity for maximizing critically needed frontage along that major arterial.

On the other hand, the Commercial Specific Plan alternative, if successful, would result in the development of a single, integrated commercial center, with extensive frontage and exposure along two heavily traveled major arterials. This site configuration represents substantial advantages over the piecemeal and discontinuous development pattern likely under existing the General Plan designation. In addition, a single commercial center could be designed with only a few access points to both Valley Boulevard and Del Mar Avenue, reducing potential traffic conflicts related to ingress/egress.

Future commercial development under either alternative should incorporate substantial buffering along the westerly and southerly boundaries, which abut multi-family residential uses.

Area 10

This 12.5-acre area is presently designated for 5.2 acres of high density residential and 7.3 acres of general commercial uses. The existing land uses, compared to the alternatives under consideration, are as follows:

Type of Land Use	Exist. Uses	Exist. GP (HDR, GC)	Alt. B (GC)	Alt.C (MDR)	Alt. D (MDR, GC)
Single-Family	9	0	0	0	0
Multi-Family (2+)	30	182	0	225	98
General Commercial	8.6 acres	6.65 acres	11.85 acres	0	6.65 acres
Park-n-Ride	.65 acres	.65 acres	.65 acres	.65 acres	.65 acres

Full implementation of the existing General Plan designations would allow for the addition of up to 152 more dwelling units. This would occur primarily through redevelopment and intensification of the many small parcels along the west side of Del Mar Avenue and the replacement of existing commercial uses also found in this corridor. Existing commercial uses would also be converted to high density residential in the triangular area formed by Del Mar Avenue on the west, Marshall Street on the south and the Alhambra Wash on the east. This level of residential intensification would be difficult to accomplish without extensive parcel consolidation to provide adequate site area for buffering along Del Mar Avenue and to provide sufficient internal open spaces and off-street parking. Subterranean parking may be required to enable development at the upper limit of the high density range (currently 35 d.u./acre) and build within a three story height limit. Approximately 20 dwelling units would also need to be displaced and the sites converted to commercial uses in the small residential pocket which fronts on Dewey Avenue, just east of Del Mar Avenue. This would eliminate the presently nonconforming residential uses, while creating potential conflicts with neighboring residential uses.

Under Alternative B, all of the existing dwelling units would be removed and replaced by or converted to various commercial uses. Due to the present pattern of small lots and fragmented ownership, the commercial development

is likely to consist of small individual businesses on individual lots, with numerous driveway cuts onto Del Mar Avenue and a low quality "strip" commercial image. Strong retail activity is unlikely under these circumstances.

Under Alternative C, the entire area in question would eventually consist solely of residential uses, consisting of up to 225 total units at 11 units per acre. This would require displacement of numerous existing commercial uses, including the large grocery store/supermarket at the southeast corner of Valley Boulevard/Del Mar Avenue, which is a substantial source of sales tax revenue to the City. Extensive parcel consolidation and perhaps some subterranean parking would be needed to develop at the upper limit of the proposed medium density range (11 d.u./acre) and to provide adequate buffering from the arterial streets, as well as sufficient internal open spaces and off-street parking.

Finally, under Alternative D, the portion of this area presently designated for high density residential (20-35 d.u./acre) would be redesignated as medium density residential (7-11 d.u./acre). This is a significant reduction in allowable development intensity and may result in a decrease in affected property values. This reduced level of density would facilitate high quality development within the existing small-lot, multiple-owner parcel pattern than would high density development.

The existing residential units located immediately north of Dewey Avenue, to the rear of the supermarket and adjacent commercial uses at the southeast intersection of Valley Boulevard/Del Mar Avenue, would eventually be replaced by commercial uses. This would remove presently nonconforming residential uses, while creating potential land use conflicts with neighboring residential uses. Effective buffering along residential boundaries and proper access controls would minimize potential conflicts.

Area 11

This 32.8-acre area is presently designated for 5.8 acres of high density residential (20-35 d.u./acre) and 27 acres for medium density residential (10-19 d.u./acre) uses. The present land uses, compared to the alternatives under consideration, are as follows:

Type of Land Use	Existing Uses	Existing GP (HDR, MDR)	Alt. B (LDR)	Alt. C (MDR)	Alt. D (HDR)
Single-Family Residences	89	0	196	0	0
Multi-Family Dwellings (2+)	98 DUP	203 HDR 513 MDR	0	360	820
Commercial	2.6 acres	0	0	0	0

Implementation of the existing General Plan designations would allow for the development of up to 349 additional dwelling units in this area. This would occur partially through the replacement of nonconforming commercial uses with high density residential in the area bounded by Del Mar Avenue, Marshall Street, the Alhambra Wash and Loftus Drive, where up to 85 additional dwelling units could be developed at a density of 35 d.u./acre. The rest of the additional housing would be developed through intensification or redevelopment of numerous existing residential sites. Such intensification would be difficult to accomplish without extensive parcel consolidation and perhaps subterranean parking to achieve maximum allowable density (19 d.u./acre), and still provide adequate on-site open space and parking, without exceeding two-story building heights.

Under Alternative B, approximately 171 existing dwelling units would eventually be removed to reduce the overall density in accordance with the reduced limitations of the low density category (0-6 d.u./acre). The low density designation would have the effect of reducing property values, since these parcels may presently be developed to current medium density (10-19 d.u./acre) and high density (20-25 d.u./acre) intensities.

Under Alternative C, the existing level of residential development would essentially remain frozen, since the proposed medium density range of 7-11 d.u./acre would allow up to 360 total dwelling units, and there are presently about 367 units in this area. Some loss of property value could be expected for those parcels presently developed with only a single-family dwelling but designated for medium or high density, since intensification of these single-family properties would exceed the overall density limit established for this area and would, therefore, not be permitted. Redevelopment of existing residential properties, at varying intensities, could also occur throughout the area without exceeding the overall medium density limitations, but that would

require careful monitoring and could be difficult to administer through the zoning process.

Implementation of Alternative D would allow for further intensification and the construction of up to 453 additional dwelling units, primarily on lots presently developed with one or two units, and on the largest lots which are generally 10,000-11,6000 square feet in size. These larger lots are located in the area bounded by Marshall Street, Denton Avenue, Saxon Avenue, and the Alhambra Wash. Development at the maximum allowable density (25 d.u./acre) will be very difficult in the four-block area bounded by Dewey Avenue, Walnut Street, Marshall Street, and the Alhambra Wash, without extensive parcel consolidation, combined with redevelopment of existing residential sites. This alternative would have the greatest effect on per capita-based public services and utilities, with a buildout potential of about 100 units more than under the existing General Plan designations.

Area 12

This 64-acre area is presently designated for 10.6 acres of high density residential, 2.4 acres of general commercial and 51 acres for limited manufacturing and industrial-park uses. The existing land uses, compared to the alternatives under consideration, are as follows:

Type of Land Use	Existing Uses	Existing GP (Ind., GC, HDR)	Alt. B (MDR)	Alt. C (GC)
Single-Family Residences	14	0	0	0
Multi-Family Dwelling (2+)	10-DUP 167 MF	14.6 acres HDR	704	0
Commercial	6.5 acres	2.4 acres	0	64 acres
Industrial	31.9 acres	51 acres	0	0

Implementation of the existing General Plan designations would eventually lead to the replacement of 4.1 acres of existing commercial uses, affecting the plant nursery on the east side of San Gabriel Boulevard, just south of Santa Fe Avenue, and the strip of commercial parcels along the west side of San Gabriel Boulevard, between Myrtle Avenue and the railroad tracks. The strip along the west side of San Gabriel Boulevard would support only very small industrial buildings, or perhaps the expansion of adjacent industrial uses. The 2.4-acre plant nursery site could accommodate a modestly-sized industrial firm, or perhaps a group of small shops in a single building. No significant land use conflicts would result for this conversion of commercial uses to industrial uses.

Up to 176 dwelling units in additional capacity remains in the high density area along the south side of Broadway, between Del Mar Avenue and Pine Street. This could occur through the intensification and/or redevelopment of several lots that are not currently developed at the maximum allowable density, which would be difficult to achieve and still provide the greater open space, amenities and parking facilities recommended in the proposed land use element.

Under Alternative B, the entire area would be redeveloped as a medium density residential area, with up to 704 units, at maximum density (11 d.u./acre). This would require a massive investment to properly remove the existing industrial improvements, (including any dangerous residual wastes), realign, widen and/or remove Agostino Road, possibly add new water and sewer lines and perhaps place utility lines underground. In addition, extensive building setbacks and intensive buffering would be required to mitigate noise/vibration impacts from the railway and to buffer traffic noise from Broadway. San Gabriel Boulevard and Junipero Serra Drive. Development of 700 or so homes would also significantly increase usage of Smith Park and add to the burden of per capita-based public services.

The existing high density uses south of Broadway could remain, however, the overall medium density limitation would have to be sustained through lower density development in the balance of this area.

Alternative C would also entail a massive redevelopment effort to remove and adequately clean up the existing industrial sites, to demolish the existing residential uses and properly relocate the displaced households and to develop new commercial uses over the entire 64 acres. This area is directly served by three arterial streets (San Gabriel, Broadway and Del Mar Avenue) and is within a convenient distance of a sizeable population concentration. These are locational advantages for commercial uses, however, it is doubtful that sufficient economic demand factors are present to support a 64-acre concentration of commercial uses, which is equivalent to a very large regional-scale mall. The traffic associated with such an intensive commercial center may have very significantly adverse effects on the local roadway system.

On the positive side, such a whole scale redevelopment effort would eliminate some old and unsightly industrial uses, along with the land use interface conflicts that exist between the industrial uses and the adjacent residential uses along the south side of Broadway.

The conversion of this industrial area to either residential or commercial uses would eliminate a portion of the City's economic base that has existed for many years. and which still provides employment for several hundred persons.

B. CHANGES TO ALLOWABLE DENSITIES IN THE RESIDENTIAL DESIGNATIONS

The San Gabriel City Council has established reduced housing unit density goals for the proposed Land Use Element, as follows:

	Current Density Range	Proposed Density Range
Low Density	1-9 d.u./acre	0-6 d.u./acre
Medium Density	10-19 d.u./acre	7-11 d.u./acre
High Density	20-35 d.u./acre	12-25 d.u./acre

Much of the City's residential areas are already developed in accordance with the current density limitations. To reduce the densities in such areas in accordance with the proposed lower density ranges would require the removal of a large number of existing housing units throughout the City. The quantitative differences in potential housing units and population capacity between the existing land use plan and the various alternatives which incorporate the lower density ranges are discussed in Section 3.6 of this EIR.

The proposed lower density ranges would primarily affect those portions of the City south of Valley Boulevard, where areas designated for medium and high density residential have substantial remaining development capacity. Future residential development would be of lower intensity, in many cases, than fully developed neighboring sites, even though the land use designation is identical. This would have the possible effect of reducing property values for those parcels subject to the lower allowable density range, but are presently developed with only one or two existing units. Reduced development intensity in this area would decrease the future impacts on local schools and parks, local traffic, water supply and sewer lines and the demand for other public services and facilities. Lower development potential also reduces the potential population base to support future commercial development.

C. COMPATIBILITY WITH LAND USE DESIGNATIONS OF SURROUNDING COMMUNITIES

Figure 5 illustrated the existing land use designations for the City of San Gabriel and for adjacent lands in the neighboring Communities of San Marino, Rosemead and Alhambra, and unincorporated Los Angeles County territory. Due to the similarities in adjacent land use designations and/or the presence of major physical barriers between jurisdictions (e.g., I-10 Freeway along south City boundary), no land use conflicts along San Gabriel's borders are anticipated.

D. SPHERE OF INFLUENCE CONSIDERATIONS

The vast majority of unincorporated territory lying within the City's Sphere of Influence is designated for low density residential, on both the City's existing land use plan and on the Los Angeles County land use plan for this area. This area is fully developed, with a few scattered vacant parcels, and the single-family residential neighborhoods which cover most of these areas are very similar in character and quality to the nearby neighborhoods in San Gabriel. Some small localized street deficiencies can be found, which would necessitate pavement repair and/or widening, realignment and the addition of curb. gutter and sidewalk to achieve City of San Gabriel standards. Streets which exhibit these deficiencies include portions of Walnut Grove, Willard Street, Live Oak Street and Earle Street.

A fiscal impact analysis would be necessary to determine whether the annexation of the incorporated territories in the City's Sphere of Influence would be prudent, from the City's financial perspective. Some recent analyses of costs/revenues associated with residential development have shown that, generally, only the higher priced single-family developments return more in local government revenues (primarily property taxes) than the costs of providing local governmental and other public services.

Mitigation Measures

Potentially significant impacts related to the land use alternatives are primarily related to the associated demands for public services and facilities. Those impacts and recommended mitigation measures, therefore, are discussed in Section 3.8. Impacts related to land use conflicts, urban form, neighborhood preservation, property values, development quality, etc., can be satisfactorily mitigated through implementation of the proposed Land Use Element policies and programs, which are listed below:

A. Residential

Policy 1.1: Discourage subdivision of existing parcels into smaller parcels which would result in an increase in neighborhood densities, or in development which exceeds the scale, bulk and intensity characteristics of the neighborhood.

Policy 1.2: Prohibit construction of homes in excess of two stories in single-family neighborhoods and in excess of three stories in multi-family.

Policy 1.3: Limit site coverage by buildings to 50 percent for low-density development, to 55 percent for medium density development and to 60 percent for high-density development.

Policy 1.4: Allow existing older, medium- or high-density housing to be replaced at equivalent or lower densities.

Policy 2.1: Promote conservation and maintenance of single-family neighborhoods.

Policy 2.2: Assist low-income and elderly single-family homeowners with maintenance or replacement of aged structures.

Policy 2.3: Discourage and restrict recycling of established single-family neighborhoods to medium and high density, multi-family districts.

Policy 3.1: Consider requests to convert manufacturing uses adjacent to single-family neighborhoods to single-family uses.

Policy 3.2: Support efforts to replace older multi-family dwellings in predominantly single-family neighborhoods with single-family dwellings.

Policy 4.1: Allow additional multi-family residential development only in those areas that contain the following conditions: (a) similar housing and comparable densities; (b) adequate infrastructure exists; and (c) economic advantages to the community can be demonstrated.

Policy 5.1: Require greater attention to site planning, architectural character, off-street parking, yards and boundary treatments in the review/approval of new multi-family projects.

Policy 5.2: Encourage private efforts to rehabilitate or reconstruct older, unsightly or excessively bulky multi-family projects.

Policy 5.3: Provide financial and regulatory incentives to encourage parcel consolidation and enable development of larger multi-family sites which contain large usable open spaces, a greater variety of building configurations and sufficient off-street parking facilities.

Policy 5.4: Award density bonuses and/or reduce plan check processing times and fees for multi-family projects which involve the consolidation of parcels into sites of one acre or more.

Policy 6.1: Requests for zone changes, subdivisions, or approval of development plans for new housing projects shall conform to the density limitations defined in the Land Use Element (LUE) and shown on the LUE map.

Programs

1. Establish a design review committee to be coordinated by the City Planning Department, with authority to review and require modifications to development plans for all new construction and for the redevelopment or substantial alteration of existing development.

Adopt an ordinance which establishes and empowers a design review committee, sets forth the criteria by which plans will be reviewed and approved, conditionally approved or denied and which establishes a fee structure to cover the City's costs of administering the process.

2. Adopt density limitations in the R-2 and R-3 Zones based on site area, such as those density standards listed in the City of San Gabriel Interim Zoning Ordinance (No. 293-C.S.).

3. Evaluate and revise the zoning ordinance to:

   a. establish complete conformity with the Land Use Element Map and policies;

   b. upgrade the development standards for the R-2 and R-3 Zones to include:

      -- more usable on-site outdoor recreation space per unit, pursuant to minimum specifications for such spaces;

      -- more off-street parking, based on unit size and type;

      -- specific criteria for the granting of density bonuses;

      -- additional amenities for projects involving a condominium subdivision and the sale of individual dwelling units;

      -- landscaping with perimeter wall buffers between parking areas and adjacent single-family uses and between living areas or outdoor recreation spaces and adjacent commercial or industrial uses; and

      -- greater distances between two- and three-story buildings on the same site and an adjoining sites.

   c. restrict site coverages by buildings and other covered structures to:

      -- maximum 50 percent in the R-1 Zone;

      -- maximum 55 percent in the R-2 Zone;

      -- maximum 60 percent in the R-3 Zone; and

   d. reference any special provisions of the Housing Element with regard to density bonuses or other methods of assisting affordable or special need housing.

4. Investigate the City's eligibility for Community Development Block Grant (CDBG) funds, and evaluate the costs/benefits of establishing a CDBG-funded housing rehabilitation program.

B. Commercial

Policy 1.1: Provide financial and regulatory incentives to consolidate parcels and enable the redevelopment of adjoining underutilized or non-forming sites as single, integrated commercial centers.

Policy 1.2: Encourage the replacement of nonconforming uses within designated commercial zones, with new commercial uses which fulfill a known market demand.

Policy 1.3: Encourage and support the development of a retail/commercial center on the site of the old Edwards Drive-In Theater.

Policy 1.4: Encourage the growth of professional office uses in the immediate vicinity of the San Gabriel Valley Medical Center.

Policy 1.5: Consider the conversion of existing industrial areas to commercial uses where the following conditions exist: (1) convenient access from a secondary or major arterial road is available; (2) the site is a minimum of three acres in area; (3) the site is contiguous to or within 100 feet of land used or designated for commercial use; and (4) the new commercial use(s) will not worsen traffic conditions at the nearest intersection or will contribute its "fair share" to needed improvements at that intersection.

Policy 1.5: Conduct close scrutiny of new development applications, with respect to the treatment of the interfaces with surrounding uses. Require the inclusion of various buffering and/or screening techniques, especially adjacent to existing single-family or multi-family uses.

Policy 2.2: Provide financial and regulatory incentives to property owners who attempt to eliminate or minimize existing land use interface conflicts through property improvement efforts.

Programs

1. Develop design guidelines for each major commercial area, with criteria for: (a) roadway geometrics; (b) street trees, landscape amenities and sidewalks; (c) private and public signage; (d) architectural styles and finishes; and (e) number and placement of driveway cuts.

2. Develop a Specific Plan for the auto dealership area along Las Tunas Boulevard, between San Gabriel Boulevard and San Marino Avenue, with the intent to create a unified auto center. This plan should

address, at a minimum, the following: (a) expansion of the area available for existing and future dealerships; (b) promotional elements such as highly visible signage; (c) convenient access to customer parking lots which could be shared by dealers; and (d) joint public-private partnership arrangements to take advantage of some of the City's unique powers that could assist in parcel consolidation, street improvement, business relocation, etc.

3. Identify all nonconforming uses within designated commercial districts and initiate formal amortization proceedings for all such uses, including the immediate abatement of any illegal and/or unsafe nonconforming uses.

4. Rezone properties in the immediate vicinity of the San Gabriel Valley Medical Center for exclusively office uses, including professional, medical, dental and administrative offices.

5. Initiate or assist in the preparation of detailed market studies to provide reliable information to guide the development of economically successful commercial centers on suitable development sites in the City.

6. Establish a design review committee, by ordinance (see Residential Program Number 1) and require all plans for exterior commercial improvements (other than simple repairs or maintenance) to be approved by the design review committee.

7. Revise and update the zoning ordinance and official zoning map to achieve complete conformance with the Land Use and Economic Development Elements.

8. Develop a Specific Plan for the square area formed by Valley Boulevard on the north, Del Mar Avenue on the east, the extension of Ralph Avenue on the south and Abbott Avenue on the west. The intent of this plan would be to develop a large, integrated retail/commercial center, utilizing the large former Edwards Drive-In Theater site, as well as the land within the triangle formed by the Alhambra Wash, Valley Boulevard and Del Mar Avenue. The plan should include, at a minimum, the following provisions: (1) methods of consolidating all land parcels into a single development site; (2) methods of using the airspace over the flood control channel for parking, driveway or commercial building purposes; (3) design guidelines applicable to site design, architecture, building intensity, signage, public improvements; and (4) permitted and conditionally permitted uses.

C. Industrial

Policy 1.1: No expansion of existing conforming industrial uses will be permitted. nor will a conversion to another non-forming use, of any type, be permitted.

Policy 1.2: Encourage owners of nonconforming industrial uses to relocate such uses into designated industrial areas, or to replace them with conforming uses. The provision of financial and regulatory incentives will be considered on a case-by-case basis.

Policy 2.1: Conduct close scrutiny of new development applications, with respect to the treatment of the interfaces with surrounding uses. Require the inclusion of various buffering and/or screening techniques, especially adjacent to existent single-family or multi-family uses.

Policy 2.2: Provide financial and regulatory incentives to property owners who attempt to eliminate or minimize existing land use interface conflicts through property improvement efforts.

Programs

1. Require all plans for exterior improvements (other than simple repairs and maintenance) to be reviewed and approved by a design review committee, to be established by ordinance (see Residential Program Number 1).

2. Conduct an inventory of all industrial uses and industrially zoned parcels, and compile a list of all illegal and nonconforming uses and major code violations. Initiate formal amortization proceedings for all nonconforming uses and take steps for the immediate abatement of all illegal or unsafe and activities.

3. Develop a Specific Plan for the presently designated and developed industrial area, to address the following: (1) property owners' long-range plans; (2) economic factors affecting the most beneficial land uses for this area, over the next 15-20 years; (3) infrastructure conditions and future needs; (4) improvement of interfaces with surrounding land uses; (5) elimination of illegal or unsafe conditions that may exist; and (6) retention of this employment base within San Gabriel.

3.5 - RISK OF UPSET

Environmental Setting

The City of San Gabriel has a number of commercial and industrial land uses which involve the use, storage or transfer of various types of hazardous substances. A partial listing of the types of businesses and the hazardous substances associated with each business is illustrated below:

Business	Potential Hazardous Waste
Automotive Services	Chemicals (motor oil, gasoline, and paints)
Dry Cleaners	Chemicals (solvents, cleaning agents)
Gasoline Stations	Chemicals (motor oil, lubricants, solvents)
Hair Salons	Chemicals (bleaches, dyes, and toners)
Hospital/Medical and Dental Clinics	Chemicals, Infectious waste, radioactive wastes (medicines, contaminated bandages, linen, needles, and x-ray equipment, and supplies)
Paint and Body Shops	Chemicals (paints, thinners, solvents)
Printing	Chemicals (ink, solvents, lubricants)
Metal Plating/Polishing	Chemicals (petroleum based solvents and powders)
Welding/Ironworks	Chemicals/Compressed gases

The September 1988 Hazardous Waste and/or Substance Sites List, compiled by the Office of Permit Assistance, within the State Office of Planning and Research, pursuant to Government Code Section 65962.5, identified the following sites in or near the City of San Gabriel:

	Site	Problem
1.	Mobile Station 730 East Las Tunas	Tank Leak
2.	Mobile Station 801 East Valley Boulevard	Tank Leak

	Site	Problem
3.	Mobile Station 284 South San Gabriel Boulevard	Tank Leak
4.	San Gabriel County Water District Three Large Wells	Contaminated Drinking Water

In the event of an incident involving hazardous or toxic materials, the City relies on the Hazardous Materials Division of the Los Angeles County Fire Department. The County has three teams that respond to hazardous materials incidents within Los Angeles County. The teams are based in the Cities of Industry, Compton and Valencia. In the event of an incident, there must be two teams available to respond. Since the teams travel throughout Los Angeles County, response times can vary from several minutes to several hours. If a County team is not available, the City utilizes the City of Los Angeles hazardous materials team. In either case, the service is paid for by the County's General Fund, via local property taxes.

Under standard operating procedures, the San Gabriel Fire Department denies access to the site, isolates the incident and identifies the material until a hazard materials team arrives on the site. The scene manager is the responsible party for notification of all necessary parties. The scene manager is determined by where the incident occurs. If it occurs on private property, the Fire Department is the scene manager; if it occurs on surface streets, the Police Department is the scene manager; if it occurs on a state highway, the California Highway Patrol is the responsible party.

In addition to hazardous material response and clean up, the Los Angeles County Fire Department Hazardous Materials Section also maintains a partial inventory of San Gabriel business establishments which store or use hazardous materials. Per the request of the San Gabriel Fire Department, and upon agreement by the business owner, the Los Angeles County Fire Department Hazardous Materials Section will assist local businesses with the preparation of a business plan. The business plan includes: (1) a type of description of the business; (2) numbers to call in case of an emergency; (3) policies and procedures to reduce, prevent, and contain a spill; (4) training program for employees; and (5) an inventory and site map indicating where chemicals are located on the premises. At present, 65 local businesses have formulated business plans.

There are numerous federal, state and county laws and regulations which pertain to the regulation and management of hazardous materials/waste. For a detailed listing of these laws and regulations, please refer to the Los Angeles County Hazardous Waste Management Plan, Volume II, Technical Supplement, September 1988. A copy of this document is available from the Los Angeles County Department of Public Works.

Impacts

The proposed land use plan alternatives would continue to allow commercial and light industrial uses which handle hazardous materials (such as those described above) to locate within the City of San Gabriel. Heavy industrial uses will continue to be prohibited to locate within the City. Buildout of either the existing General Plan or any of the land use plan alternatives would result in the redevelopment/intensification of existing businesses which contain potentially hazardous waste. Hence, the adoption and implementation of one or a combination of the alternatives would not necessarily increase the risk of upset.

Mitigation Measures

The City's Fire Department, in coordination with the Los Angeles County Fire Department Hazardous Materials Section, will continue to comply with the various federal, state, and local statutes/regulations, in the event of a hazardous material incident. As previously mentioned, a comprehensive listing of these regulations is contained in the Los Angeles County Hazardous Waste Management Plan, Volume I, Technical Supplement, September 1988.

In addition to the previously referenced federal, state, and local statutes/regulations, the Safety Element of the San Gabriel General Plan proposes the following policies and programs which will maximize the protection of local residents from the risk of upset:

Policy 4.1: Comply with all hazardous materials regulations.

Policy 4.2: Support efforts to regulate the transport, distribution, use and storage of hazardous materials.

Policy 4.3: Support continued study of alternative hazardous waste disposal methods and technologies.

Policy 4.4: Actively participate in the review of hazardous waste plans which would result in increased risks to the City's residents from the transport, distribution, and storage of hazardous materials.

Policy 4.5: Comply with the Southern California Hazardous Waste Management Plan.

Programs

- Conduct a survey to identify the sources of all hazardous materials stored, utilized, or transported in the City.

- Develop a plan for responding to spills of hazardous materials and coordinate such efforts with the appropriate county and state agencies.

- Pursue state legislation, through the City's local representative, which would enable a greater degree of local control relative to the transport and storage of hazardous materials.

- Develop local criteria, in coordination with the Fire Department, to ensure compliance with the Hazardous Materials Disclosure Law.

- Initiate a permit process for uses which store, utilize or transport hazardous materials within the City.

3.6 - POPULATION AND HOUSING

Environmental Setting

Table 8, on the following page, compares San Gabriel's current population, housing, and employment totals with those of Los Angeles County. It shows San Gabriel's 1980-89 population growth rate roughly paralleling that of Los Angeles County, San Gabriel's rate of growth was 13.9 percent, compared to Los Angeles County's 13.6 percent. The table also shows that San Gabriel has contained .04 percent of Los Angeles County's total population during the past decade.

Table 8 then examines more closely San Gabriel's employment and housing figures, in light of the City's jobs/housing ratio. Briefly, this is a measure of how well-balanced San Gabriel, or any given city or region, is in term of its mix of the number of housing units and number of jobs. The jobs/housing ratio indicates whether a given locale is an importer or exporter of employment.

SCAG has addressed this issue in its 1988 Growth Management Plan. The intent of this program is to achieve, as closely as possible, a balanced mix of jobs and housing throughout Southern California so that as great a share of the population as possible can find housing in proximity to their jobs, and vice versa, thereby reducing congestion on regional transportation facilities and improving regional air quality.

SCAG has included San Gabriel in the "Glendale-Pasadena" subregion. SCAGs target figure for this subregion's jobs/housing ratio in 2010 is 1.15. San Gabriel's current jobs/housing ratio of 1.18 compares favorably to this target figure (see Table 9).

Table 8

Recent Population, Housing and Employment Trends

	Population			Housing			Employment		
	1980[1]	1989[2]	% Change (1980-89)	1980[1]	1989[2]	% Change (1980-89)	1980[1]	1989[3]	% Change (1980-89)
San Gabriel	30,072	34,925	+13.9	11,546	12,930	12.0	13,560	15,314	12.9
Los Angeles County	7,477,421	8,650,377	+13.6	2,855,578	3,131,076	9.6	3,471,764	3,921,100	12.9
San Gabriel's Share of County (%)	.04	.04	--	--	.041	--	--	.039	--

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[1] 1980 Census

[2] California Department of Finance

[3] California Employment Development Department

Table 9

Jobs/Housing Mix

San Gabriel (1989)[1]	Glendale-Pasadena 1984[2]	Glendale/Pasadena 2010[2] Target
1.18	1.10	1.15

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[1] California Employment Development Department, California Department of Finance

[2] SCAG Growth Management Plan, 1988

Impacts

Following are five alternative growth scenarios which could result from different combinations of the land use designations and intensities under consideration for the 12 land use issue areas and the rest of the City, as discussed in Section 3.4 of this EIR. Each alternative has its own effect on potential population, housing, and employment growth in the City. The scenarios are:

1. The Existing General Plan, which is based on the existing General Plan designations for the entire City. Residential designations and allowable densities are as follows:

Low-Density Residential	1-9 d.u./acre
Medium-Density Residential	10-19 d.u./acre
High-Density Residential	20-35 d.u./acre

2. The Modified Existing General Plan. This scenario calls for current land use designations and allowable densities for those areas not being considered for amendments, and reduced density limits for existing residential designations in the 12 land use issue areas of the plan, as follows:

Low-Density Residential	1-6 d.u./acre
Medium-Density Residential	7-11 d.u./acre
High-Density Residential	12-25 d.u./acre

3. Alternative B. Alternative B calls for low-density residential at the reduced densities for six of the issue areas: Areas 1, 4, 5, 6, 8, and 11. It also calls for medium-density residential at the reduced densities for Areas 2, 3, and 12; and high-density residential at the reduced densities for Area 7. The current General Plan designations and density limits would apply to the rest

of the City. (Refer to Figure 5 in Section 3.4 for the locations of these areas.)

4. Alternative C, which calls for medium-density residential at the reduced densities for four of the issue areas: Areas 6, 8, 10 and 11; and high-density residential at the reduced densities for Area 7. The current General Plan designations and density limits would apply to the rest of the City. (Refer to Figure 5 in section 3.4 for the locations of these areas.)

5. Alternative D, which calls for high-density residential at reduced densities for Areas 8 and 11; and medium-density residential at reduced densities for Area 10. The current General Plan designations and density limits would apply to the rest of the City.

Following are a series of tables, each showing in detail the mix of densities, as well as the buildout and population potential allowable under each scenario.

As illustrated in Tables 10 through 14, there are certain differences between the scenarios in terms of buildout potential. The existing General Plan, for instance, allows for a greater dwelling unit capacity, due to its allowance for higher dwelling unit densities. Alternative C allows for a greater share of medium-density housing than do Alternatives B and D, and Alternative D allows for a greater share of high-density housing than do Alternatives B and C.

Under the first four of these five scenarios (existing General Plan through Alternative C), there would be 185 acres of land zoned for commercial use, and 74 acres of land zoned for industrial use. Under Alternative D, 64 acres of industrial would be redesignated for general commercial uses. Table 15 illustrates the way in which these allocations would affect buildout potential and employment capacity under each of the five scenarios.

With an average development intensity of F.A.R. .6 in commercial areas and F.A.R. .5 in industrial areas, Alternative D would yield a higher employment base than would the first four scenarios - 21,933 jobs as compared to 18,095. If development intensities were allowed to increase to F.A.R. .7 in commercial areas, and to .6 in the industrial areas, to encourage economic development, the job capacities would increase to 25,519 under Alternative D and to 21,423 under the other alternatives.

Table 16 illustrates the potential jobs/housing ratios for each scenario. Total potential job yield for each scenario has been divided by the maximum number of dwelling units allowable under each scenario.

Table 10

Population Capacity -- Existing General Plan

A Land Use Category	B Acres Allocated	C Dwelling Unit Cap.	D Dwelling Unit	E Household Capacity	F Population Density	G Vacancy Factor	H Population Capacity
Single-Family/Low-Density Residential (1-9 d.u./acre)	871	9 (6)	7,839 (5,226)	3.0	27 (18)	2.0%	23,047 (15,364)
Multiple-Family/Medium-Density Residential (10-19 d.u./acre)	240	19 (14)	4,560 (3,360)	2.8	53.2 (39.2)	3.2%	12,359 (9,107)
Multiple-Family/High-Density Residential (20-35 d.u./acre)	237	35 (26)	8,295 (6,162)	2.6	91 (67.6)	3.2%	20,877 (15,509)
TOTAL	1,348		20,694 (14,748)				56,282 (39,980)

NOTES:

Column C - Maximum theoretical number of dwelling units per net residential acre. Number in parentheses ( ) represents the maximum likely number of dwelling units that would be built per acre.

Column D - Maximum theoretical number of dwelling units that can be built in each land use category. Number in parentheses ( ) represents the maximum likely number (75% of maximum).

Column E - Household size reflects State Department of Finance (January 1989) data for San Gabriel indicating larger households in single-family dwellings, and a decrease in household size as residential densities increase.

Column F - Maximum theoretical number of persons per net residential acre. Number in parentheses ( ) represents the likely population density (F = C x E).

Column G - The residential vacancy factors are taken from the actual vacancy rates found in the Federal Home Loan Bank/Annual Housing Vacancy Survey (May 1987).

Column H - Maximum theoretical number of persons which can be accommodated. The number in parentheses ( ) represents the likely number of persons which could be accommodated (H = [D-G] x E).

Table 11

Population Capacity -- [illegible]dified General Plan

A Land Use Category	B Acres Allocated	C Dwelling Unit Cap.	D Dwelling Unit	E Household Capacity	F Population Density	G Vacancy Factor	H Population Capacity
Single-Family/Low-Density Residential (1-6 d.u./acre)	39	6 (4)	234 (156)	3.0	18 (12)	2.0%	688 (459)
Single-Family/Low-Density Residential (1-9 d.u./acre)	832	9 (6)	7,488 (4,992)	3.0	27 (18)	2.0%	22,015 (14,676)
Multiple-Family/Medium-Density Residential (7-11 d.u./acre)	129	11 (8)	1,419 (1,032)	2.8	30.8 (22.4)	3.2%	3,846 (2,797)
Multiple-Family/Medium-Density Residential (10-19 d.u./acre)	111	19 (14)	2,109 (1,554)	2.8	53.2 (39.2)	3.2%	5,716 (4,212)
Multiple-Family/High-Density Residential (12-25 d.u./acre)	64	25 (18)	1,600 (1,152)	2.6	65 (46.8)	3.2%	4,027 (2,899)
Multiple-Family/High-Density Residential (20-35 d.u./acre)	173	35 (26)	6,055 (4,498)	2.6	91 (67.6)	3.2%	15,239 (11,321)
TOTAL	1,348 Acres		18,905 (13,384)				51,531 (36,364)

NOTES:

Column C -	Maximum theoretical number of dwelling units per net residential acre. Number in parentheses ( ) represents the maximum likely number of dwelling units that would be built per acre.
Column D -	Maximum theoretical number of dwelling units that can be built in each land use category. Number in parentheses ( ) represents the maximum likely number (75% of maximum).
Column E -	Household size reflects State Department of Finance (January 1989) data for San Gabriel indicating larger households in single-family dwellings, and a decrease in household size as residential densities increase.
Column F -	Maximum theoretical number of persons per net residential acre. Number in parentheses ( ) represents the likely population density (F = C x E).
Column G -	The residential vacancy factors are taken from the actual vacancy rates found in the Federal Home Loan Bank/Annual Housing Vacancy Survey (May 1987).
Column H -	Maximum theoretical number of persons which can [illegible]mmodated. The number in parentheses ( ) represents the likely number of persons which could be accommodated (I[illegible] C) x E)

Table

Population Capacity -- Alternative "B"

A Land Use Category	B Acres Allocated	C Dwelling Unit Cap.	D Dwelling Unit	E Household Capacity	F Population Density	G Vacancy Factor	H Population Capacity
Single-Family Low-Density Residential (1-6 d.u./acre)	1,057	6 (4)	6,342 (4,228)	3.0	18 (12)	2.0%	18,645 (12,430)
Multiple-Family Medium-Density Residential (7-11 d.u./acre)	196	11 (8)	2,156 (1,568)	2.8	30.8 (22.4)	3.2%	5,843 (4,250)
Multiple-Family High-Density Residential (12-25 d.u./acre)	179	25 (18)	4,475 (3,222)	2.6	65 (46.8)	3.2%	11,263 (8,109)
TOTAL	1,432	---	12,973 (9,018)				35,751 (24,789)

NOTES:

Column C - Maximum theoretical number of dwelling units per net residential acre. Number in parentheses ( ) represents the maximum likely number of dwelling units that would be built per acre.

Column D - Maximum theoretical number of dwelling units that can be built in each land use category. Number in parentheses ( ) represents the maximum likely number (75% of maximum).

Column E - Household size reflects State Department of Finance (January 1989) data for San Gabriel indicating larger households in single-family dwellings, and a decrease in household size as residential densities increase.

Column F - Maximum theoretical number of persons per net residential acre. Number in parentheses ( ) represents the likely population density (F = C x E).

Column G - The residential vacancy factors are taken from the actual vacancy rates found in the Federal Home Loan Bank/Annual Housing Vacancy Survey (May 1987).

Column H - Maximum theoretical number of persons which can be accommodated. The number in parentheses ( ) represents the likely number of persons which could be accommodated (H = [D-G] x E).

Table 13

Population Capacity -- Alternative "C"

A Land Use Category	B Acres Allocated	C Dwelling Unit Cap.	D Dwelling Unit	E Household Capacity	F Population Density	G Vacancy Factor	H Population Capacity
Single-Family Low-Density Residential (1-6 d.u./acre)	832	6 (4)	4,992 (3,238)	3.0	18 (12)	2.0%	14,676 (9,520)
Multiple-Family Medium-Density Residential (7-11 d.u./acre)	282	11 (8)	3,102 (2,256)	2.8	30.8 (22.4)	3.2%	8,408 (6,115)
Multiple-Family High-Density Residential (12-25 d.u./acre)	176	25 (18)	4,400 (3,168)	2.6	65 (46.8)	3.2%	11,074 (7,973)
TOTAL	1,290	---	12,494 (8,662)				34,158 (23,608)

NOTES:

Column C - Maximum theoretical number of dwelling units per net residential acre. Number in parentheses ( ) represents the maximum likely number of dwelling units that would be built per acre.

Column D - Maximum theoretical number of dwelling units that can be built in each land use category. Number in parentheses ( ) represents the maximum likely number (75% of maximum).

Column E - Household size reflects State Department of Finance (January 1989) data for San Gabriel indicating larger households in single-family dwellings, and a decrease in household size as residential densities increase.

Column F - Maximum theoretical number of persons per net residential acre. Number in parentheses ( ) represents the likely population density (F = C x E).

Column G - The residential vacancy factors are taken from the actual vacancy rates found in the Federal Home Loan Bank/Annual Housing Vacancy Survey (May 1987).

Column H - Maximum theoretical number of persons which can be accommodated. The number in parentheses ( ) represents the likely number of persons which could be accommodated (H = [D-G] x E).

Table 14

Population Capacity -- Alternative "D"

A Land Use Category	B Acres Allocated	C Dwelling Unit Cap.	D Dwelling Unit	E Household Capacity	F Population Density	G Vacancy Factor	H Population Capacity
Single-Family Low-Density Residential (1-6 d.u./acre)	832	6 (4)	4,992 (3,238)	3.0	18 (12)	2.0%	14,676 (9,520)
Multiple-Family Medium-Density Residential (7-11 d.u./acre)	120	11 (8)	1,320 (960)	2.8	30.8 (22.4)	3.2%	3,578 (2,602)
Multiple-Family High-Density Residential (12-25 d.u./acre)	297	25 (18)	7,425 (5,346)	2.6	65 (46.8)	3.2%	18,687 (13,455)
TOTAL	1,249	---	13,737 (9,544)				36,941 (25,577)

NOTES:

Column C - Maximum theoretical number of dwelling units per net residential acre. Number in parentheses ( ) represents the maximum likely number of dwelling units that would be built per acre.

Column D - Maximum theoretical number of dwelling units that can be built in each land use category. Number in parentheses ( ) represents the maximum likely number (75% of maximum).

Column E - Household size reflects State Department of Finance (January 1989) data for San Gabriel indicating larger households in single-family dwellings, and a decrease in household size as residential densities increase.

Column F - Maximum theoretical number of persons per net residential acre. Number in parentheses ( ) represents the likely population density (F = C x E).

Column G - The residential vacancy factors are taken from the actual vacancy rates found in the Federal Home Loan Bank/Annual Housing Vacancy Survey (May 1987).

Column H - Maximum theoretical number of persons which can be accommodated. The number in parentheses ( ) represents the likely number of persons which could be accommodated (H = [D-G] x E).

Table 15

Employment Potential at Buildout

Alternative	No. of Acres Commercial	No. of Employees Per Acre[1]	Employment Potential	No. of Acres Industrial	No. of Employees Per Acre[2]	Employment Potential	Total Combined Employees Potential[3]
Existing General Plan	185	101 87	18,685 16,095	74	27	1,998	18,093
Modified Existing General Plan	185	101 87	18,685 16,095	74	27	1,998	18,093
Alternative B	185	101 87	18,685 16,095	74	27	1,998	18,093
Alternative C	185	101 87	18,685 16,095	74	27	1,998	18,093
Alternative D	249	101 87	25,149 21,663	10	27	270	21,933

---

[1] Top number based on a F.A.R. of .7, lower number based on a F.A.R. of .6.

[2] Based on a F.A.R. of .5 for industrial.

[3] Based on a F.A.R. of .6 for commercial and .5 for industrial.

Table 16

Comparative Jobs/Housing Ratios

	Projected Jobs/Housing Ratio[1]	Projected Jobs/Housing Ratio[2]
Glendale-Pasadena 2010 Target Date	1.15[3]	1.15[3]
Existing General Plan	.87	1.04
Modified Existing General Plan	.96	1.09
Alternative B	1.39	1.65
Alternative C	1.45	1.71
Alternative D	1.60	1.86

---

[1] City jobs/housing ratios based on General Plan buildout and commercial F.A.R. of .6, industrial F.A.R. of .5

[2] City jobs/housing based on General Plan buildout and commercial F.A.R. of .7, industrial F.A.R. of .6

[3] SCAG, Growth Management Plan, 1988

As shown on Table 16, the Modified Existing General Plan alternative comes closest to SCAGs target figure for the subregion for the year 2010, if a commercial F.A.R. of .6 and an industrial F.A.R. of .5 is assumed. Under these conditions, a jobs/housing ratio of 1.31 is achieved for this alternative. For Alternative D, a jobs/housing ratio of 1.60 would result, the most "job-rich" of the alternatives under consideration.

Assuming a commercial F.A.R. of .7 and an industrial F.A.R. of .6, and incorporating the higher residential densities of the existing General Plan, the existing plan's jobs/housing ratio of 1.04 comes closest to SCAGs target figure for the subregion.

Mitigation Measures

The secondary effects of population, housing and employment growth, related to traffic and circulation, air quality, noise, public services, facilities, and utilities, are addressed in Sections 3.2, 3.3, 3.7, and 3.8 of this EIR.

With respect to potential jobs/housing ratios and variances from SCAGs target ratio for the Glendale-Pasadena subregion, following are recommended mitigation measures:

1. The City will participate in subregional efforts to monitor development trends and to devise cooperative policies and strategies to improve the subregional jobs/housing balance through land use measures.
2. As part of further Housing Element updates, the City will examine subregional development trends and develop housing policies which complement other jurisdictions' efforts to balance housing opportunities in proximity to employment centers.
3. Adopt the commercial and industrial intensity standards in the draft Land Use Element (maximum F.A.R. of .6 in commercial districts and maximum F.A.R. of .5 in industrial districts).

3.7 - TRANSPORTATION AND CIRCULATION

Environmental Setting

This section provides an overview of the existing circulation system. It identifies the existing General Plan street designations, outlines existing traffic and roadway characteristics, and identifies congested street segments. A more detailed description of the circulation network is included in the City of San Gabriel Baseline Report, prepared by Willdan Associates in January 1989.

The existing Circulation Plan is illustrated in Figure 6. It identifies several classes of streets which are established based upon their function within the local circulation network. The four basic street designations are: major arterials, secondary arterials, collector roadways and local streets.

There are various methods for measuring the congestion or degree of capacity that a roadway system is experiencing. Roadway capacity is normally based upon the theoretical capacity of the roadway link. This methodology is used in planning future roadways that will be capable of accommodating anticipated future traffic volumes.

The theoretical roadway capacities are only "rule of thumb" figures. They are affected by such factors as intersections, degree of access control, roadway grades, design geometrics, sight distance, level of truck and bus traffic, and level of pedestrian and bicycle traffic. The theoretical roadway capacities used are, therefore, conservative in nature.

In planning future roadway systems, a Level of Service (LOS) "C" is generally designed for link capacities in order to maintain LOS "D" through intersections. Roadway links which currently exceed LOS "C" are, therefore, deficient. Roadway links which exceed LOS "C" under anticipated future traffic volumes are also identified as having future deficiencies.

Twenty-four hour traffic volume counts were taken in July 1988 at various locations on the arterial roadways throughout the City. The existing counts were then used with the theoretical roadway capacities to determine the LOS that is currently being experienced. Figure 7 shows the local circulation system and indicates the Average Daily Traffic (ADT) and LOS for each roadway segment.

It can be seen from Figure 7 that all but four roadway segments are currently operating at LOS "C" or better. The deficient roadway sections are:

- Del Mar Avenue, from Hermosa Drive to south City limit.
- Mission Drive, from north City limit to Las Tunas Drive.
- Mission Drive, from Santa Anita Avenue to east City limit.
- Santa Anita Avenue, from Hermosa Drive to Junipero Serra Drive.

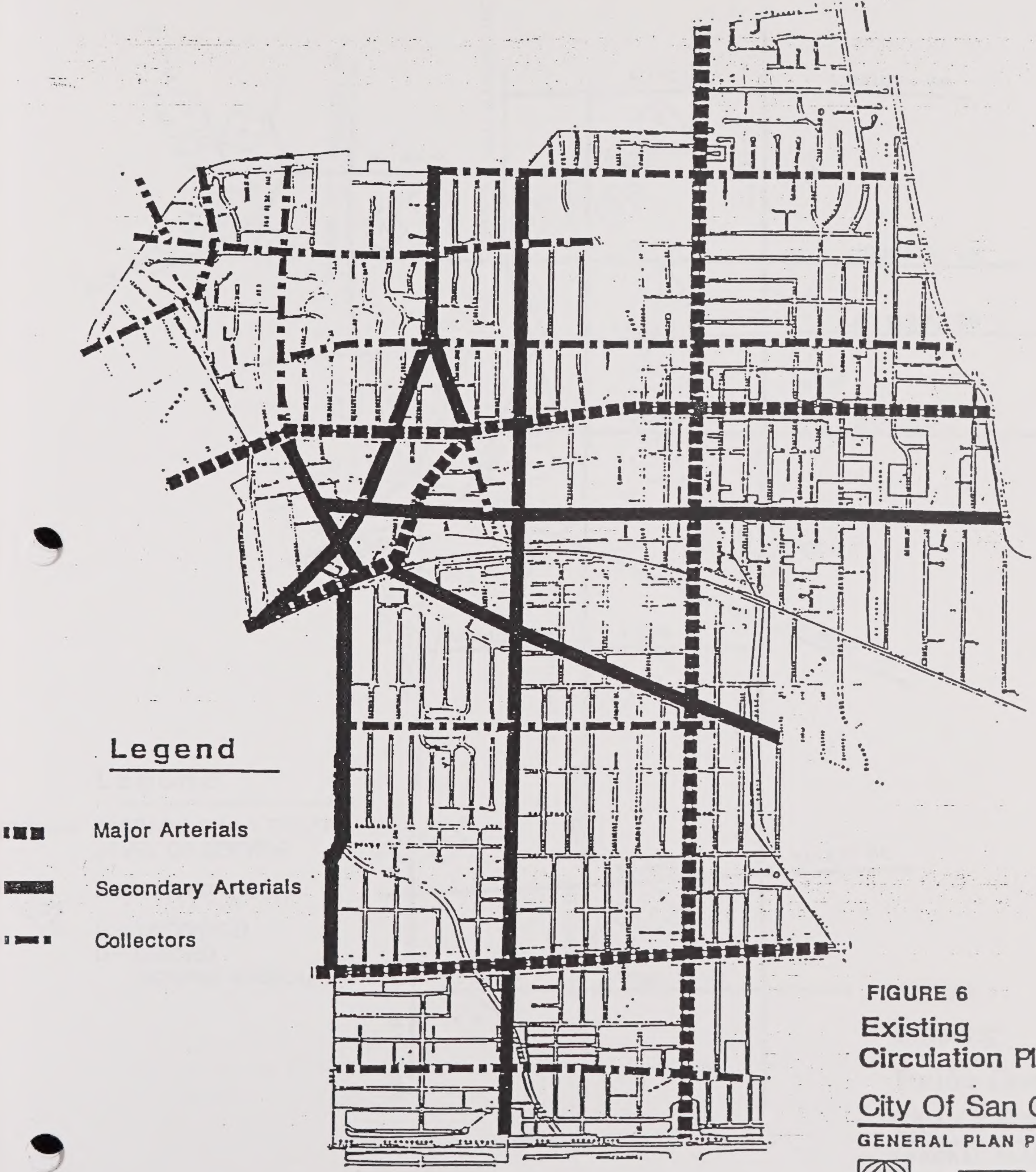
Legend
▪▪▪ Major Arterials
▬ Secondary Arterials
▪▬▪ Collectors
0
500
1000
2000 FT

FIGURE 6

Existing Circulation Plan

City Of San Gabriel

GENERAL PLAN PROGRAM

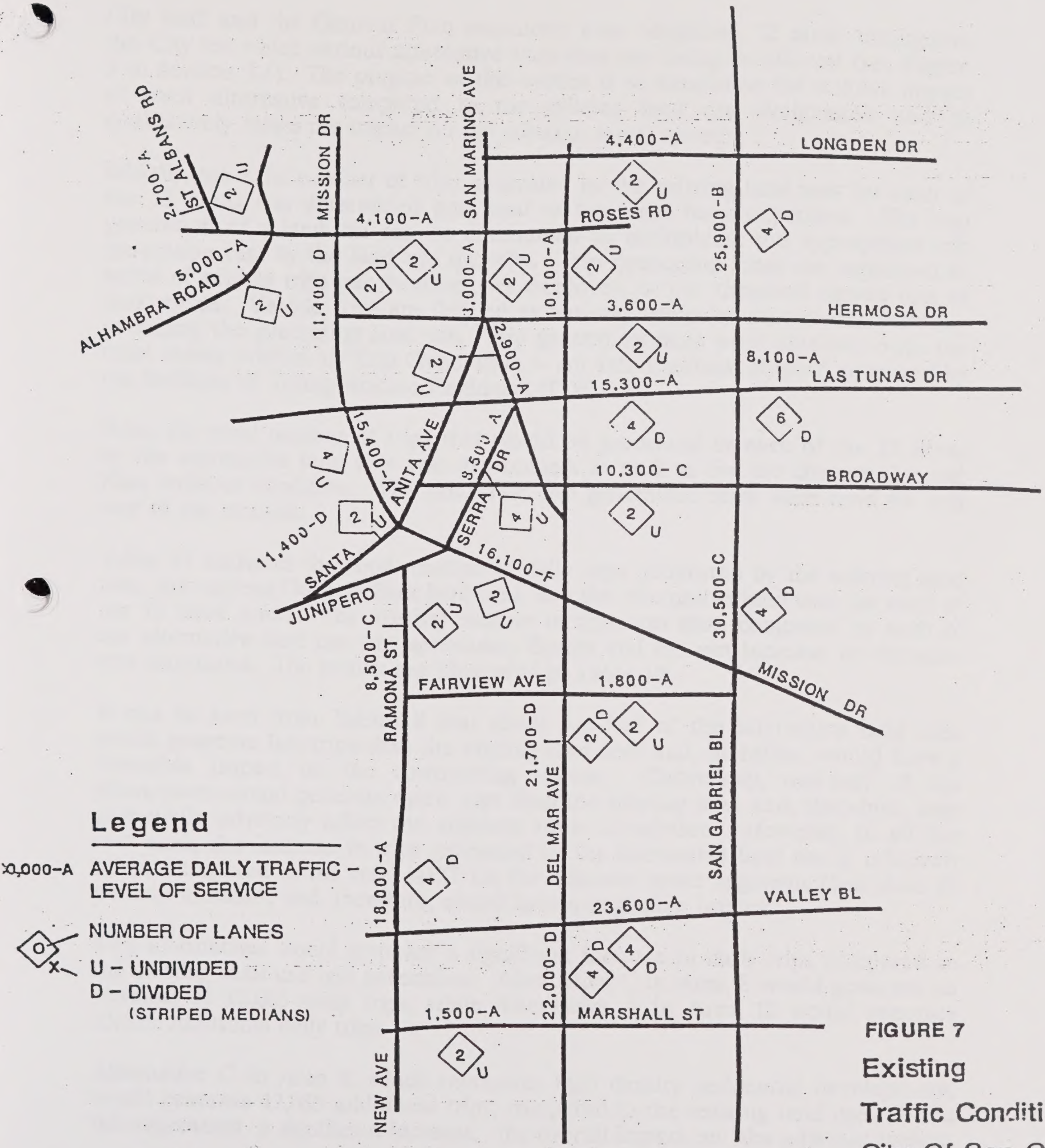
ST ALBANS RD
2,700-A
MISSION DR
SAN MARINO AVE
4,400-A
LONGDEN DR
4,100-A
ROSES RD
25,900-B
5,000-A
ALHAMBRA ROAD
11,400 D
3,000-A
10,100-A
3,600-A
HERMOSA DR
2,900-A
8,100-A
LAS TUNAS DR
15,300-A
15,400-A
ANITA AVE
3,500 A
SERRA DR
10,300-C
BROADWAY
11,400-D
SANTA
JUNIPERO
16,100-F
30,500-C
MISSION DR
8,500-C
RAMONA ST
FAIRVIEW AVE
1,800-A
21,700-D
DEL MAR AVE
SAN GABRIEL BL
18,000-A
VALLEY BL
23,600-A
22,000-D
1,500-A
MARSHALL ST
NEW AVE
2 U
4 D
6 D
4 U
Legend
X0,000-A AVERAGE DAILY TRAFFIC – LEVEL OF SERVICE
NUMBER OF LANES
U – UNDIVIDED
D – DIVIDED (STRIPED MEDIANS)

FIGURE 7

Existing Traffic Conditions

City Of San Gabriel

GENERAL PLAN PROGRAM

Impacts

City staff and the General Plan consultant have identified 12 areas throughout the City for which various alternative land uses are being considered (see Figure 5 in Section 3.4). The purpose of this section is to determine the relative impact of each alternative compared to the existing land use designation and to qualitatively assess the impact on the adjacent street system.

Initially, the total number of trips generated by the existing land uses for each of the 12 areas was determined and used as the basis for comparison. The trip generation of a land use can be determined by multiplying the appropriate trip generation rate by the land use quantity. Trip generation rates are expressed in terms of vehicle trips per dwelling, per employee, or per thousand square feet of floor space. Vehicle trips are defined as one-way vehicular movements, entering or exiting the generating land use. Trip generation rates were obtained from the most recent edition of "Trip Generation -- An Informational Report" prepared by the Institute of Transportation Engineers (ITE).

Next, the total number of trips that would be generated in each of the 12 areas by the alternative land uses was determined, as well as for the current General Plan buildout condition. The same ITE trip generation rates were used for this step of the analysis.

Table 17 indicates the total number of daily trips generated by the existing land uses, the current General Plan land uses, and the alternative land uses for each of the 12 issue areas. The existing number of trips was then compared to each of the alternative land use trip generation figures and the net increase or decrease was calculated. The results are illustrated in Table 18.

It can be seen from Table 18 that about one-half of the alternative land uses would generate less trips than the existing land uses and, therefore, would have a favorable impact on the surrounding streets. Conversely, one-half of the alternatives would generate more trips than the existing uses and, therefore, may potentially adversely affect the adjacent street circulation. However, in all but two cases, the increase in trips generated by the alternative land use is relatively minor compared to the total ADT on the adjacent street segments (less than 10 percent increase) and, therefore, would have a negligible impact.

Two alternatives would generate a significant increase in daily trips compared to the existing land use trip generation. Alternative C in Area 8 would generate an increase of 12,085 daily trips, while Alternative A in Area 12 would generate 13,615 additional daily trips.

Alternative C in Area 8, which represents high density residential development, would generate 12,085 additional trips, compared to the existing land use. While this represents a significant increase, the overall impact on the adjacent streets

Table 17

Total Number of Daily Trips Generated by Each Land Use Issue Area

Issue Area	Existing Land Use	Current Gen. Plan	Alternative Land Uses A	B	C
1	1,520	3,790	765	3,790	--
2	855	745	745	1,370	--
3	445	535	535	980	--
4	555	555	555	370	--
5	8,130	6,540	3,550	--	--
6	2,225	1,655	1,300	2,390	--
7	735	555	3,295	2,755	--
8	7,370	10,140	5,505	10,140	19,455
9	1.650	4,655	4.655	--	--
10	7.515	3,290	6,485	1,505	3.240
11	4,695	3,650	1.980	3,650	7,000
12	8.305	5,760	7,120	21,920	--

-- This indicates no alternative given.

Table 18

Net Change in Daily Trips Compared to Existing Land Use for Each Land Use Issue Area

Issue Area	Alternative Land Uses		
	A	B	C
1	- 755	+ 2,270	--
2	- 110	+ 515	--
3	+ 90	+ 535	--
4	0	- 185	--
5	- 4,580	--	--
6	- 925	+ 165	--
7	+ 2,560	+ 2,020	--
8	- 1,865	+ 2,770	+12,085
9	+ 3,005	--	--
10	- 1,030	- 6,010	- 4,275
11	- 2,715	- 1,045	+ 2,305
12	- 1,185	+13,615	--

- = indicates decrease in trips compared to existing land use.
+ = indicates increase in trips compared to existing land use.
-- This indicates no alternative given.

would be minimal. since Area 8 encompasses a large area bounded by the San Bernardino Freeway on the south, Del Mar Avenue on the east, Valley Boulevard on the north and New Avenue on the west. Internally-generated trips have multiple points of access to the San Bernardino Freeway, as well as several major arterials and, therefore, will tend to disperse evenly to the adjacent streets. With the exception of Del Mar Avenue, which is currently operating at LOS "D," the ultimate General Plan circulation system would be expected to adequately accommodate the increase in trips. Recognizing the current deficient condition of Del Mar Avenue, substantial improvements in capacity and operation would be required to mitigate the additional impacts. In addition, while the increase in traffic is relatively minor compared to total volumes, some impact is expected at the San Bernardino (I-10) Freeway interchange, particularly at Del Mar Avenue and New Avenue. A more detailed level of analysis to determine the precise traffic impacts should be conducted, once adequate information about access and localized circulation to support the new development is available.

Alternative B in Area 12 would generate 13,615 additional trips, compared to the existing land use. Area 12 also encompasses a large area of land between Broadway and the Southern Pacific Railroad, and stretches from Junipero Serra Drive to east of San Gabriel Boulevard. While traffic generated by development in this area would also tend to evenly disperse throughout the area, several of the adjacent arterial streets are currently at or above capacity and, therefore, would be expected to be adversely impacted by the additional traffic. Specifically, Del Mar Avenue, Santa Anita Avenue and Mission Drive, which are above capacity, would be impacted, as well as Broadway and San Gabriel Boulevard which are currently operating at capacity.

Improvements that would help mitigate these impacts would include improving the arterials to their ultimate Circulation Plan configurations, and other measures as outlined in the Policies and Programs section of the draft Circulation Element. As stated above, a more detailed level of analysis is required to determine the precise traffic impacts and necessary improvements.

Mitigation Measures

There are no mitigation measures directly related to the proposed land use alternatives, with the exception of the two alternatives discussed in the previous section. However, to eliminate current over-capacity conditions and to accommodate future regional growth, measures such as traffic signal synchronization, TSM techniques, removing on-street parking and adding additional traffic lanes are recommended. The specific recommendations are

[illegible]

[illegible]

[illegible] As stated above, a more detailed level of analysis is required to determine the precise traffic impacts and mitigating improvements.

Mitigation Measures

There are no mitigation measures directly related to the proposed land use intensities, with the exception of the two alternatives discussed in the previous section. However, to [illegible] current transportation conditions and to accommodate future regional growth, measures such as traffic signal synchronization, TSM techniques, [illegible] parking and adding additional traffic lanes are recommended. The specific recommendations are listed in the Policies and Programs section of the draft Circulation Element, as follows:

A. Regional Transportation

1. Policy

Support and encourage the development of projects and programs which address regional and inter-community circulation needs.

a. Program

Support the completion of the extension of the Long Beach Freeway (I-710) northerly to the Foothill Freeway (I-210) by interfacing with the appropriate state and local agencies.

b. Program

Pursue aggressive communication and coordination efforts with Southern California Rapid Transit District (SCRTD) to encourage and ensure adequate regional transit service.

c. Program

Participate in federal, state and county programs to increase and encourage use of ridesharing, car/vanpooling and other TDM techniques available to reduce congestion within the City and the entire San Gabriel Valley.

B. Local Vehicular Circulation

1. Policy

Construct and maintain a safe and efficient local circulation network.

a. Program

Continue to construct arterial, collector and local streets to their ultimate street widths as designated by the City's Circulation Plan.

b. Program

Eliminate on-street parking and restripe the roadway to provide additional traffic lanes on those street segments where traffic conditions are at or near capacity and the

restriping can be accommodated within the existing pavement width. Streets to be so considered are as follows:

-- Del Mar Avenue, from Hermosa Drive to Valley Boulevard.

Consider the establishment of parking districts in such areas, to develop new parking facilities to compensate for the removal of on-street parking.

c. Program

Widen those street segments to provide additional traffic lanes where traffic conditions are at or near capacity and the lanes cannot be accommodated within the existing pavement width. Streets to be so considered are as follows:

-- Mission Drive. from Santa Anita Avenue to east City limit.

-- Junipero Serra Drive, from Mission Drive to west City limit.

d. Program

Develop a City-wide roadway maintenance program to systematically repair, resurface and reconstruct all City streets.

2. Policy

Establish procedures and programs to monitor and review the circulation system and develop transportation improvement projects.

a. Program

Develop an ongoing program for evaluating LOS and improving capacity at intersections operating at or below LOS "D," utilizing TSM techniques.

b. Program

Develop an ongoing program to review and analyze intersection and mid-block accident records to identify locations experiencing higher-than-expected accident rates and implement appropriate circulation improvement measures.

c. Program

Establish procedures requiring that traffic impact reports be prepared for all new development that will generate more than 50 trips in the peak hours.

d. Program

Pursue efforts to optimize and coordinate traffic signal systems along all arterials to reduce congestion and improve traffic flow.

e. Program

Adopt a mandatory TDM Ordinance, which incorporates the provisions of South Coast Air Quality Management District (SCAQMD) Regulation No. 15, requiring existing and future employers and developers to establish TDM programs and incentives for employees.

3. Policy

Encourage design features in commercial developments which provide sufficient vehicular access to and from the arterial streets, while discouraging intrusion of commercial traffic into residential areas.

a. Program

Establish and enforce strict parking requirements for new development to ensure adequate on-site parking for employees and patrons.

b. Program

Establish procedures for reviewing development plans to ensure safe and efficient access to the arterial streets, while minimizing or eliminating access to collectors and local streets.

c. Program

Require mitigation measures as conditions of development, such as cul-de-sacs and traffic diverters, so as to preserve the residential character of neighborhoods.

C. Public Transit

1. Policy

Support the expansion and development of efficient regional and local transit service.

a. Program

Support the efforts of the SCRTD to provide safe and efficient regional and local transit service.

b. Program

Encourage efforts to provide convenient and efficient public transit to regional transit centers, such as the El Monte Busway station. and connections to other transit systems.

c. Program

Support the development and expansion of alternative public transportation programs, such as the Dial-A-Ride program, utilizing Proposition A funds.

d. Program

Encourage design features in developments which incorporate aesthetically pleasing transit facilities, such as waiting areas that are conveniently located and well lit and provide protection from the elements.

D. Non-Motorized Circulation

1. Policy

Encourage the development of safe pedestrian access ways throughout the City as an important element of the local circulation system.

a. Program

Pursue all available federal, state, and local funding sources to provide for the construction and repair of sidewalks and other pedestrian facilities throughout the City. This includes street lighting, wheelchair ramps and pedestrian-activated signals, where appropriate, in order to enhance the attractiveness of this alternative.

b. Program

Establish policies and design requirements that recognize the special transportation needs of the physically handicapped, and encourage and support designs and programs that increase handicapped access to transportation-related facilities.

2. Policy

Encourage the use of bicycles for transportation and support a regional bikeway system.

a. Program

Study the feasibility of establishing a City-wide bikeway plan.

b. Program

Support the development of a regional bikeway system through cooperation with the state, county, and neighboring communities.

c. Program

Develop an adequate street pavement maintenance program to facilitate and promote safe bicycle usage.

Level of Significance Following Mitigation

With the recommended circulation improvements and programs in place, the circulation system is expected to adequately accommodate the anticipated future traffic volumes due to regional and localized growth. With the exception of the two alternatives discussed previously, the expected growth in traffic volumes will be minimal compared to total ADTs currently utilizing the local and regional circulation network. Increases of about 10 percent would be expected on the arterial streets and, with current ADTs exceeding 200,000 vehicles per day, increases would be negligible on the adjacent freeway system. However, if Alternative C in Area 8 or Alternative B in Area 12 is selected, a more detailed level of analysis would be required to determine the precise traffic impacts on the adjacent streets and freeway interchanges and to develop the specific circulation improvements.

3.8 - PUBLIC SERVICES

This section of the EIR is based on existing public documents, available statistics and telephone conversations and correspondence with representatives of the various agencies that are responsible for providing public services in the City of San Gabriel. The bulk of this discussion was taken from the City of San Gabriel Baseline Report, January 1989, available for review at the office of the City of San Gabriel Planning Department.

Fire Protection

Environmental Setting

The City of San Gabriel operates its own Fire Department. Two stations are maintained: (1) headquarters station is located at 1303 South Del Mar Avenue; and (2) the "north" station is located at 115 North Del Mar Avenue. The Fire Chief and his staff, along with a full-time dispatcher, operate out of the headquarters station, along with four full-time duty fire fighters. A 1,500 gallons/minute fire engine (pumper) with a 75-foot aerial ladder is housed here, along with an ambulance. The aerial ladder provides the ability to fight fires in buildings up to five stories high, if there are sufficient fire fighters present and the pumper and ladder are positioned very close to the building. If manpower is short or the fire engine cannot be positioned near the building, the ladder equipment is of little use.

At the "north" station, manpower consists of four full-time duty fire fighters. Equipment maintained includes a 1,250 gallon/minute pumper truck and an ambulance.

Currently, response times to fires average less than three minutes throughout the City. Mutual aid agreements with fire departments in each of the surrounding communities ensure prompt and sufficient response to any site in the City. In addition, Initial Action Agreements have been signed with the San Marino and Los Angeles County Fire Departments, wherein each department would be the first to be contacted for assistance by the other, if needed.

The San Gabriel Fire Department also provides the primary ambulance service (private ambulance services are also available, if preferred). Each fire fighter is trained and certified as an Emergency Medical Technician (EMT-1). Typically, two fire fighters respond to a call for emergency medical services.

At present, there are no plans to expand either manpower or equipment. Substantial intensification of the City's residential, industrial or commercial areas would necessitate the addition of personnel and possibly equipment, according to Captain Rick Divel.

The Fire Department utilizes the Municipal Fire Administration (MFA) as an advisory reference to determine manpower requirements. The MFA uses a

standard established by the Insurance Services Organization (ISO) of 1.5 fire fighters per 1.000 population. Based on this ratio, the City's current population of 34,369 would require 52 fire fighters. The City currently employs 16 fire fighters, including the chief, captain and lieutenants. According to the MFA criteria, this is a short fall of 36 fire fighters.

The peak load water supply is based on the industrial fire flow requirements of 5,500 GPM. Fire flow, as defined by the San Gabriel Fire Department, is the flow required to fight the largest fire and still provide domestic water services. This rating fluctuates based on the predominant land use in the vicinity. For example, apartments require 2,000 GPM. According to Batallion Chief Sweet, fire flow is adequate in most areas of the City. The industrial areas are the best served. In areas where fire flows are inadequate, the Fire Department requires that the water system be upgraded prior to any development. In some cases, a sprinkler system can be utilized to provide adequate protection.

According to the local water service purveyors, the only areas which have experienced inadequate fire flows are several residential areas which are undergoing substantial intensification from low-density, single-family development to higher density, multi-family development. These inadequacies can be mitigated through upsizing of main lines.

Impacts

Currently, fire protection facilities and personnel appear to be adequate. However, continued buildout and intensification of the City's residential, commercial, and industrial areas would necessitate the addition of personnel and quite possibly equipment. The proposed General Plan would incrementally increase the demand for such services and, therefore, will allow the City of San Gabriel to gradually increase its fire protection services as buildout and intensification occurs.

Mitigation Measures

1. All new development within the City shall conform to current fire codes.

2. The upgrading of existing buildings should include improvements designed to reduce fire hazards, such as the installation of fire/smoke detectors, and automatic sprinkler systems, the separation of common attics and the removal of combustible refuse.

3. The removal of older, deteriorated structures as redevelopment continues will help reduce the potential for fire within the City.

4. The San Gabriel Fire Department will continue to review plans for all new development to ensure the incorporation of fire prevention measures and adequate access for emergency vehicles.

5. The San Gabriel Fire Department will hire additional personnel and purchase/replace equipment, as necessary, in order to maintain an adequate level of service as development occurs in accordance with the proposed General Plan amendments.

6. In addition to the measures mentioned above, the draft Safety Element of the San Gabriel General Plan identifies the following policies and programs which will maximize the protection of local residences and businesses from threat of fire:

   Policy 3.1: Continue to maintain adequate Fire Department equipment, facilities, and personnel.

   Policy 3.2: Continue to maintain Initial Action Agreements with the City of San Marino and the Los Angeles Fire Departments.

   Policy 3.4: Continue Fire Department inspections of businesses and new construction sites.

   Policy 3.5: Continue to abate code violations through the City's Building and Safety Department.

   Policy 3.6: Ensure that maintenance of adequate fire flows by requiring water delivery system upgrading where necessary, in higher-intensity developments.

   Policy 3.7: Promote fire prevention practices and educate the public to be aware of fire protection methods.

   Policy 3.8: Maintain a high level of local proficiency including the latest and most effective methods in fire control.

   Policy 3.10: Maintain road width standards to adequately accommodate emergency vehicles.

   Programs

   -- Periodically reevaluate fire department facilities and personnel to ensure that the existing facilities are adequately meeting the needs of the community.

   -- Initiate, as necessary, the updating of the Initial Action Agreements with the City of San Marino and the Los Angeles County Fire Department.

   -- Examine the possibility of increasing the inter-City firefighting cooperation by signing additional Initial Action Agreement with surrounding communities.

- -- Require fire department inspections of new construction sites and existing business establishments in order to ensure compliance with applicable fire and safety regulations.
- -- Require that all persons applying for building permits be required to abate any existing code violations in conjunction with the proposed modification prior to approval.
- -- Identify areas within the City which presently have inadequate fire flows and develop a plan to upgrade systems as necessary.
- -- Conduct community workshops on fire protection techniques and the use of basic fire fighting equipment.
- -- Develop a fire protection brochure which outlines basic fire prevention equipment and techniques, i.e., smoke alarms, in-house fire extinguishers, etc.
- -- Periodically reevaluate fire department equipment, personnel, and facilities, to ensure that existing levels of service are adequate to accommodate the community's needs.
- -- Notify the City's fire departments of any road improvements which may result in emergency vehicle time delays or restricted access.

Level of Significance After Mitigation

Mitigated to a level of insignificance.

Police Protection

Environmental Setting

The City of San Gabriel also maintains its own Police Department. The Department operates out of one station, located at 25 South Del Mar Avenue, just north of Mission Boulevard. Current manpower consists of 52 sworn personnel and 10 civilians. Equipment includes 8 squad cars, 12 unmarked vehicles and 1 parking enforcement jeep. Response time to emergencies currently averages less than two minutes throughout the City.

According to Chief Don Tutich, current manpower and equipment are adequate to meet the City's needs. Criteria used to determine when and how to expand services to respond to future needs include:

1. substantial increases in local population;
2. substantial intensification in commercial districts;

3. annexation of additional residential areas; and

4. crime trends, density of development, visibility and other variables.

Impacts

Currently, police protection facilities and services in the City appear to be adequate. The proposed alternatives under consideration could result in population ranges from a low of 34,158 to a high of 37,431. In comparison, the maximum population under the existing General Plan is 56,282. Commercial and industrial development intensities would remain about the same as existing intensities. Total land area devoted to these two types of land use would be the same as the existing General Plan, although the mix may involve more commercial uses. Therefore, the adoption of any of the proposed alternatives may result in a lower demand for police protection services compared to the existing plan.

Mitigation Measures

1. The San Gabriel Police Department will review plans for all new major developments to ensure that adequate security features are incorporated into the citing and design of structures. The Police Department will similarly review plans for the rehabilitation or renovation of major structures.

2. The removal or upgrading of deteriorated structures, as redevelopment occurs, will help reduce the incidence of crime in areas where such structures are concentrated.

3. The Safety Element of the San Gabriel General Plan further indicates that the City of San Gabriel will maximize the protection of local residents and businesses from crime through the following measures:

   Policy 3.2: Continue to maintain adequate Police Department facilities and personnel.

   Policy 3.3: Encourage the development of a neighborhood watch program.

   Policy 3.8: Maintain a high level of local proficiency including the latest and most effective methods in crime protection.

   Policy 3.9: Continue to encourage developments which are designed in a manner which maximizes defensible space to detour crime.

   Policy 3.10: Maintain road width standards to adequately accommodate emergency vehicles.

Programs

- Periodically reevaluate police department equipment facilities and personnel to ensure that the existing facilities are adequately meeting the needs of the community.
- Initiate a neighborhood watch program in coordination with the City of San Gabriel Police Department and Chamber of Commerce.
- Periodically reevaluate Police Department equipment, personnel, and facilities, to ensure that existing levels of service are meeting the community's needs.
- Require, to the extent possible, that new developments are designed as to maximize defensible space.
- Develop local criteria for the installation of security lighting in existing and proposed developments in order to deter crime.
- Notify the City's Police Department of any road improvements which may result in emergency vehicle time delays or restricted access.

Level of Significance After Mitigation

Mitigated to a level of insignificance.

Public Schools

Environmental Setting

San Gabriel's student population is served by four school districts: Alhambra, San Gabriel, Rosemead and Garvey. The school sites and facilities serving San Gabriel by each of these districts are as follows:

Alhambra School District - One facility, the San Gabriel High School, serves San Gabriel students in grades 9-12. According to district representatives, current enrollment at the high school exceeds the design capacity of the high school facilities. Temporary facilities have been used to accommodate the excess students, and the district is planning to expand the high school campus facilities to accommodate projected enrollment.

The district conducts facility planning efforts which take into consideration several factors, including: current demographics, current enrollment, projected enrollment, student housing, the City's current General Plan and other pertinent data as available.

San Gabriel School District - The San Gabriel School District operates six elementary (k-6) schools and one intermediate (7-8) school within the City of San

Gabriel. According to district representatives, current enrollment is approximately 936 students below planned capacity. However, the McKinley Elementary School on St. Manley Drive is presently at capacity, due to the rapid housing and population growth in that area over the last several years. The 'underused' facilities are rented to the Los Angeles County Office of Education, which operates special education classes for students transported in from throughout the San Gabriel Valley.

The district is currently in the process of modernizing 5 of the 6 elementary schools, which were all built at least 30 years ago. Construction efforts are expected to begin in 1991 or 1992. Under consideration is a plan to reorganize the Jefferson Intermediate School site into a new "middle-school" concept, housing grades 6-8. This will fill up some classroom space at the elementary school sites, while necessitating the use of five to six temporary classrooms at Jefferson. If the "middle school" plan is adopted by the district's Governing Board, implementation would begin in school year 1989-90.

At this time, the district does not have a well developed facilities planning program and is in need of "... the best projective demographic data that can be developed."[1] Specifically, the district needs to project the number of children that would be generated by multiple-family housing and also to determine whether there is a trend for child-bearing age adults to move into single-family housing and, if so, the number of children that would attend school. It has not relied upon the San Gabriel General Plan for facilities planning since the late 1950s.

Rosemead School District - Three of this district's five schools serve students who live in San Gabriel: the Mildred B. Janson Elementary School, the Muscatel Elementary School, and the Emma W. Shuey Elementary School. According to district representatives, student enrollment currently exceeds capacity at all of these schools, requiring the use of temporary classrooms. The district has no plans to add permanent facilities and does not have a special facilities planning program in effect that is capable of projecting future student generation by housing types.

Garvey School District - The Garvey School District operates two elementary schools in the City of San Gabriel, the Marshall School and the Dewey School. According to district representatives, neither of these schools is presently over capacity.

The district's facilities planning program has not been based on the San Gabriel General Plan and does not provide student generation factors by housing type.

Impacts

The land use plan alternatives under consideration will not result in a significant impact on educational services and facilities in the City of San Gabriel. When compared to the existing General Plan, the proposed alternatives would result in

a decrease in the ultimate population capacity of the City and, in turn, the ultimate demand for educational facilities. However, an increase in school-age population is anticipated to occur under the existing General Plan or the land use alternatives due to continuing growth. With proper planning, this increase will be accounted for in the enrollment projections used by the local school districts in their annual facilities planning efforts.

Mitigation Measures

1. The City will make development activity reports and population projections available to the school districts, to assist the districts in their facilities planning efforts.

2. School financing fees will have to be paid for all new development within the City of San Gabriel. These fees, as dictated by Assembly Bill 2926, apply to residential, commercial, and industrial development. These fees will help local school districts partially finance proposed building modernization programs.

3. The school districts serving the City of San Gabriel will pursue funding for needed facilities from the State of California.

Level of Significance After Mitigation

Mitigated to a level of significance.

Parks and Recreation

Environmental Setting

1. Parks and Public School Sites

   Numerous opportunities exist for outdoor recreation. The City presently maintains two outdoor parks: the approximately seven-acre municipal park in the southwestern section of the City and the approximately three-acre Smith Park, located roughly in the center of the City. A .32-acre passive park is also maintained on a triangular site opposite City Hall. Supplementing these municipal parks are the seven San Gabriel School District sites located within San Gabriel. These sites are used for a variety of outdoor recreation activities by the City's Park and Recreation Department, pursuant to a Joint Use Agreement between the City and the school district. Most residential areas in the City are served by a nearby local park facility. However, The Village and the large multi-family areas between Las Tunas Boulevard and the Southern Pacific Railroad tracks do not have a comparable amount of local parkland. There are no vacant sites in these unserved areas which could be utilized as a local park.

The combined total public parkland, including the two municipal parks and the public school playgrounds, is approximately 39 acres. This is a ratio of 1.1 acres per 1,000 population. The Federal standard established for the parkland to population ratio is 10 acres of parkland to 1,000 population. This number is adjusted to each community. While the Federal standard is unrealistic in areas of intensive urban development, fiscal constraints not withstanding, consideration should be given to the possibility of acquiring some additional parkland to increase the ratio.

2. Parochial School Sites

Three parochial school sites also provide some outdoor recreation space, but on a more limited basis, since they are not public facilities.

3. San Gabriel Country Club

The San Gabriel Country Club, covering approximately 100 acres in the northeast section of the City, provides an outstanding open space amenity for neighboring residential properties. Its utility as an outdoor recreation sources is restricted, however, since the golf course is a privately operated facility, open only to members of the Country Club.

4. Southern California Edison Easement

The Southern California Edison transmission line right-of-way along the east boundary of the City does not link any open space or recreation resources in the City. Furthermore, the ground surface throughout the corridor is presently used to store various landscape materials by private interests on lease terms that are proprietary in nature. Therefore, it is unknown how long these leases will be in place or whether public recreational use is feasible.

5. Bike Trails

Currently, the City of San Gabriel does not maintain a bike trail system. In addition, the surrounding communities do not operate bicycle trails within their communities. The City has shown interest in establishing a trail system along existing storm drain easements to access existing regional bike trails.

The nearest regional bike trail is located along the Rio Hondo River Channel located southeast and east of San Gabriel. This trail travels north to the Angeles National Forest Trail System, south through the Whittier Narrows Regional Park Area and farther south where it ends in the Long Beach area. The Skyline Trail extends east from the Rio Hondo Trail at the Whittier Narrows Dam. The Skyline Trail provides access to the San Gabriel River Trail, and continues east into San Bernardino County. The Los Angeles County Parks and Recreation Department established the

Regional Trail System to provide connections between the various regional parks for bicyclist, horse enthusiasts and pedestrian hikers.

The Alhambra Wash, Rubio Wash and the Eaton Wash travel through or near the City of San Gabriel. All three of these washes connect with the Rio Hondo River Channel south of San Gabriel. Currently, public access is restricted along the washes.

The Los Angeles County Public Works Department is responsible for the storm drain system in Los Angeles County. The Property Management Division was contacted to establish requirements for bike trails along existing drainage channels. According to Rudy Lee of the Permit Section, the City must formally request a feasibility study. In addition, the City must enter into an agreement with the County regarding maintenance and liability agreements. The County requires that the City be responsible for all construction, liability and maintenance of such trails.

David Howard, of the Program Division, is responsible for coordinating new trail systems. He indicated that there are no current feasibility studies on file for the washes in San Gabriel. He also indicated that rectangular channels were prohibitive for trail systems due to engineering problems at bridge crossings. This may pose a problem for establishing a trail system along the washes in San Gabriel, which are rectangular. Further studies would be necessary to assess the possibility of trails along the storm drains in San Gabriel. In addition, the City would need to work in conjunction with the City of Rosemead to provide access to the Rio Hondo River Channel via existing storm channels which travel through their city.

Impacts

The alternatives under consideration could ultimately result in population ranges from a low of 34,158 to a high of 51,531. In comparison, the existing General Plan would allow for a population of 56,282 which is 4,751 persons higher than the alternatives being considered. Hence, the adoption and implementation of any of the proposed alternatives would result in a much lower overall demand for public recreational open space. Applying the Quimby Act parkland ratio of 3 acres of parkland per 1,000 population, to the range of buildout population estimates, translates into a need for 102-169 acres of parkland. By comparison, there are presently 39 acres of such open space within the City.

Mitigation Measures

1. In order to improve the accessibility and distribution of public parkland in the community, the City should develop additional recreational open space as land becomes available. Ideally, this parkland should be developed adjacent to existing or future school sites in order to maximize the benefits associated with joint use of parks and school facilities.

2. The City should consider the establishment of an ordinance requiring the payment of park development fees as a condition of approval for all tentative maps or parcel maps for residential developments. The imposition of such fees is allowed by Section 66477 of the California Government Code (i.e.. Subdivision Map Act). The fees that would be collected could be used to partially defray the cost of acquiring and/or developing additional public parkland or improving existing parks.

3. In addition to the specific actions mentioned above, the Conservation and Open Space Element of the San Gabriel General Plan identifies the following policies and programs which will ensure the provision of parks and open space recreational uses for all San Gabriel residents.

   Policies

   Policy 1.1: Provide parks which are adequate in size to serve their intended recreational functions.

   Policy 1.2: Provide facilities at the City's parks which serve the recreational needs of the local population.

   Policy 1.3: Provide recreational facilities which are properly designed and installed to serve their intended functions and which are maintained in good repair.

   Policy 2.1: Continue to maintain and operate park and recreation facilities to serve the existing and planned population of the City.

   Policy 2.2: Increase the supply of parkland in areas of the City considered to be deficient in the amount of recreational open space.

   Policy 2.3: Continue joint use agreements with the school district for the recreational use of school grounds by City residents.

   Policy 3.1: Establish and maintain a system of bicycle routes which provide circulation within the City and link local recreational facilities.

   Policy 3.2: Provide connections to bicycle paths in adjoining communities.

   Policy 3.3: Provide connections to regional bike trails, as feasible.

   Policy 4.1: Encourage the development of the Southern California Edison Company right-of-way in the eastern portion of the City as a linear recreational facility and possible bike path.

   Policy 4.2: Encourage the development of other utility rights-of-way and easements as recreational facilities, whenever feasible.

Policy 5.1: Require the provision of useful recreational open spaces within new residential developments.

Policy 5.2: Encourage the development of commercial recreational facilities in the City.

Programs

- In order to maximize the opportunities available at existing facilities, investigate the possibility of enlarging existing park sites which are currently deficient in area.
- Periodically reevaluate the allocation and use of park and open space land to ensure that existing facilities are meeting the recreational needs of the community.
- Evaluate the opportunities and deficiencies at each facility to determine if the City's recreational open spaces could be effectively upgraded to improve their usefulness and quality.
- Survey, acquire, and reserve land for future recreational use which will satisfy identified recreational needs and deficiencies.
- Initiate a fee to be imposed upon all new residential development for the acquisition and/or development of parkland within the City.
- Initiate a feasibility study for the use of flood control channels as possible bicycle routes.
- Determine feasible routes for bicycle paths within the City considering routes located on existing roadways and routes separated from roadways.
- Examine the cross-sections of the City's roadways to determine how bicycle lanes might be accommodated in the public right-of-way.
- Coordinate efforts with adjacent communities to develop an interconnected network of bicycle paths.
- Explore possible recreational uses for the SCE right-of-way and investigate the feasibility of utilizing the right-of-way for public recreation.
- Identify other utility rights-of-way and easements in the City and examine their potential for recreational use.
- Include commercial recreational facilities within the list of permitted uses of the appropriate zones in the City's Zoning Ordinance.

- Establish development standards for the provision of adequate and useful open space in new commercial development.

Level of Significance After Mitigation

With the implementation of the above measures, the City's future parkland and recreation services needs can be satisfied. The lack of vacant land and the City's fiscal constraints could, however, make it infeasible to provide sufficient parkland in accordance with the goal of 3 acres/1,000 population.

Libraries

Environmental Setting

The Los Angeles County Library is responsible for the provision of library services to the residents of the City of San Gabriel. At present, there are four libraries which serve the City of San Gabriel: (1) the San Gabriel Library located at 500 South Del Mar Avenue in the City of San Gabriel; (2) the Rosemead Library located at 8800 Valley Boulevard in the City of Rosemead; (3) the Del Mar Library located at 3132 North Del Mar Avenue in the City of Rosemead; and (4) the Temple City Library located at 5939 Goldenwest Avenue in the City of Temple City. Each of these library facilities have what is known as a "shared use program" which allows the sharing of book collection and resources between libraries.

It is important to point out that each library within the Los Angeles County Library system annually conducts a community analysis in order to determine the staffing and materials needed for the following year. This analysis is based on the demographic character of each community in which it serves and the past service needs. Based upon the results of this analysis and the amount of funds available, personnel and materials are adjusted to accommodate increases or decreases in need.

Impacts

Buildout of any of the alternatives under consideration would incrementally result in minor, long-term increases in the demand for library services in the City of San Gabriel. According to conversations with representatives of the aforementioned libraries, the above-mentioned facilities are anticipated to be adequate to serve the current and future needs of the residents of the City of San Gabriel.

Mitigation Measures

None are required.

Solid Waste Disposal

Environmental Setting

The City of San Gabriel currently contracts with the Community Disposal Company for its refuse disposal needs. At present, Community Disposal Company provides refuse collection services to all residential areas and commercial and industrial businesses in the City. The current estimated annual municipal waste generation in the City of San Gabriel is 25,000 tons.

According to Community Disposal Company, refuse collected in the City of San Gabriel is currently disposed of at three different landfill sites: (1) Puente Hills Landfill, located at 2800 South Workman Mill Road; (2) BKK Landfill, located at 2210 South Azusa Avenue; and (3) Azusa Western landfill, located at 1201 West Gladstone Avenue. Of the aforementioned 25,000 tons of refuse generated in the City of San Gabriel annually, 15,500 tons or 62 percent is disposed of at the Puente Hills (County) Landfill while the remaining tonnage is disposed of at BKK and Azusa Western Landfills, 6,750 tons (27 percent), and 2,750 tons (11 percent) respectively.[1]

According to representatives of the Sanitation Districts of Los Angeles and the Los Angeles County Department of Public Works, they do not own or operate any solid waste facilities in the City of San Gabriel.[2]

The Puente Hills Landfill consists of a 1,365-acre site and is currently owned and operated by the Sanitation Districts of Los Angeles County. This landfill handles approximately 1,850 vehicles each day and accepts on the average about 12,000 tons of refuse per day. The current operating permit for the site is valid through November 1, 1993, at which time it will have to be renewed in order to continue operation. The remaining operating life of the landfill is projected to be 20 years. In addition, the County of Los Angeles Waste

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[1] Telephone conversation with Dennis Chiappetta, General Manager, Community Disposal Company, June 9, 1989.

[2] Telephone conservation with Jeff Hupe, Civil Engineer Assistant, Los Angeles County Department of Public Works, June 9, 1989.

Management Plan estimates the total remaining landfill capacity at Puente Hills Landfill to be 89 million tons and estimates operation through the year 2009.[1]

The BKK Landfill is a 583-acre site and is owned and operated by BKK Corporation. The landfill presently handles approximately 1,000 vehicles per day and accepts on the average 12,000 tons of refuse per day. The current operating permit for the site is valid through 1995, at which time the landfill will be closed (per a memorandum of understanding between BKK Corporation and the City of West Covina). Hence, the remaining operating life of the landfill is approximately four years. The remaining capacity at the BKK Landfill is 11.1 million tons.[2]

The Azusa Western Landfill consists of a 320-acre site and is privately owned and operated by Browning-Ferris Industries. This landfill handles approximately 550 vehicles per day and accepts 1,500 tons of refuse per day. The current operating permit for the site is valid through 1994, at which time it will have to be renewed in order to continue operation. The remaining operating life of the landfill is projected to be 20 years. The remaining capacity of the landfill is estimated to be 25.6 million tons.[3]

Impacts

The land use plan alternatives would result in various incremental and long-term increases in the amount of solid waste that is generated daily in the City of San Gabriel. Continued increases in San Gabriel's solid waste generation have been largely accounted for in the County's Solid Waste Management Plan.

While the proposed General Plan alternatives will result in decreases in the amount of domestic, waste that could be ultimately generated within the City, the amount of solid waste ultimately generated by commercial and industrial uses will increase.

As previously indicated. there will be adequate capacity at the Puente Hills Landfill and Azusa Western Landfill to handle solid waste generated in the City of San Gabriel to the year 2009. Thereafter, serious waste disposal problems will likely be encountered unless the County Sanitation Districts develop additional landfill capacity within the region or initiate alternative

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[1] Telephone conversation with Grace Chan, Supervisor of planning Group, Solid Waste Management Group, Sanitation Districts of Los Angeles County, June 11, 1989.

[2] Telephone conversations with Tom Vernon, General Council, and Dale Hammer, Operations Manager, BKK Corporation, June 12, 1989.

[3] Telephone conversation with Mike Heerdink, Operations Manager, Browning-Ferris Industries, June 12, 1989.

methods of waste disposal. It should be mentioned that this process has already been initiated through the Los Angeles County Sanitation Districts. The District has recently completed a Preliminary Alternate Site Study which investigated 101 potential fill areas. Of the original 101 sites, 10 have passed the initial screening process and 6 have been ranked as potential landfill sites. In addition, a cooperative effort initiated by the staffs of the County Sanitation District's Solid Waste Management Department, the County of Los Angeles Department of Public Works and the City of Los Angeles Department of Public Works Bureau of Sanitation, has resulted in the preparation of a report entitled "Solid Waste Management Status and Disposal Options in Los Angeles County." The report, among other things, looks at solid waste management options, such as recycling (source separation and recovery at landfills), composting (the controlled biological decomposition of organic waste into stable humus-like material, for soil conditioner), refuse-to-energy (the incineration of refuse), and landfill diversion (the diversion of waste from the total waste stream by the aforementioned techniques). Finally, the Los Angeles County Department of Public Works is in the process of updating its County-wide Solid Waste Management Plan.

Mitigation Measures

1. The life expectancy of the Puente Hills, BKK and Azusa Landfills could be extended by reducing the daily volume of refuse that is deposited. This reduction in the waste stream could be accomplished by: (1) keeping products and containers out of the waste stream by extending product life and promoting the reuse of products in their original form; (2) decreasing the amount of material discarded by reducing unnecessary consumption or encouraging the utilization of products that lead to less waste; and (3) reducing the materials used and discarded in the production process. The City of San Gabriel will encourage the use of these techniques and will cooperate with efforts by the local waste collection service and other private efforts which seek to reduce the volume of solid wastes.

2. The City of San Gabriel will work closely with the Los Angeles County Sanitation Districts and SCAG to find an economically viable and environmentally sound solution to the area's long-term, solid waste management needs.

Level of Significance After Mitigation

Successful efforts to reduce the total waste stream, along with the development of an effective long-term regional solid-waste management plan, will depend upon the participation and cooperation of many local governments, businesses and residents. The City of San Gabriel is responsible for only a minor portion of the total solid waste management picture, but its participation in region-wide efforts will help mitigate potential impacts to a level of insignificance.

Wastewater Collection and Treatment

Environmental Setting

The City of San Gabriel lies primarily within the jurisdictional boundaries of Los Angeles County Sanitation District No. 2 with a small portion in Sanitation District No. 15.

Both of these districts are part of the group of County Sanitation Districts known as the Joint Outfall Districts (JOD), all located in the central Los Angeles Basin and primarily serving the eastern and southern portions of the County. The JOD have built a network of facilities known as the Joint Outfall System (JOS). The JOS is comprised of over 1,000 miles of trunk sewers, 6 treatment plants, 48 pumping plans, and 4 submarine outfalls.

The JOD own, operate, and maintain the main trunk sewer network, which directly conveys wastewater flows to the treatment facilities. The City and/or the County Public Works Department are typically responsible for the operation and maintenance of the local collection lines.

Wastewater generated from the City of San Gabriel is treated at the Whittier Narrows Water Reclamation Plant (WRP) which is incorporated along with the Joint Water Pollution Control Plant (JWPCP). Both of the above are integrated into the JOS. The Whittier Narrows WRP has a design capacity of 15 million gallons per day (MGD) and is presently treating 12.6 mgd. The JWPCP has a design capacity of 385 mgd and is presently treating 379 mgd.

Impacts

The Los Angeles County Sanitation District has indicated that they can continue to provide adequate wastewater collection and treatment service to the City of San Gabriel. as buildout and intensification of the City's residential, commercial, and industrial areas occurs.

Mitigation Measures

No mitigation measures are necessary.

3.9 RECREATION

Environmental Setting

The City presently owns and maintains three public parks. Smith Park is located roughly in the middle of the City near Broadway and San Marino Avenue and is approximately three acres in size. Smith Park contains recreational playfields and a playground, as well as tennis courts, restrooms, basketball, handball, and a pool. Vincent Lugo Park is approximately seven acres in size and is located in the southwestern portion of the City on Wells Street. It contains a baseball field, a playground, picnic areas, restrooms, and a wading pool. A .32-acre passive park is also maintained on a triangular site across from City Hall. Supplementing these municipal parks are the seven San Gabriel School District sites located within San Gabriel. These sites are used for a variety of outdoor recreation activities by the City's Parks and Recreation Department, pursuant to a joint use agreement between the City and the school district. Figure 8 illustrates the distribution of these outdoor recreation sites throughout the City. In addition to the public recreation facilities within the City, the Alhambra Golf Course and the 35-acre Almansor Park complex in the adjacent City of Alhambra, which contains the 82-acre Almansor Park, also provides recreational opportunities for San Gabriel residents. The only significant private recreational facility in San Gabriel is the San Gabriel Country Club (golf course) in the northern portion of the City.

The combined total public parkland, including the 3 municipal parks and the public school playgrounds, is approximately 39 acres. This is a ratio of 1.1 acres per 1,000 population. Ideal standards for parkland range from 6 to 10 acres of parkland per 1,000 population. Parkland standards are adjusted for each community and high standards are often difficult to achieve in highly urbanized areas. However, by almost any standards, San Gabriel is currently deficient in the amount of public parkland.

Environmental Impacts

Upon buildout under the various land use alternatives, the future population of the City would range between approximately 34,158-56,282 persons. This represents a potential 61 percent increase compared to the 1989 population of the City. Since there is presently a deficiency in the amount of parkland needed to adequately serve City residents, further population growth will aggravate the parkland deficiency unless additional parkland is provided. Based upon the parkland standard of 3 acres per 1,000 population proposed in the updated LUE, an additional 63-130 acres of public parkland will need to be provided to adequately serve the City's projected population.

The distribution of parkland also needs to be improved. The large multi-family residential area in the central portion of the City and the single-family areas of The Village neighborhood currently have less available parkland than other areas of the City. Most of the open neighborhoods in the City rely on public school

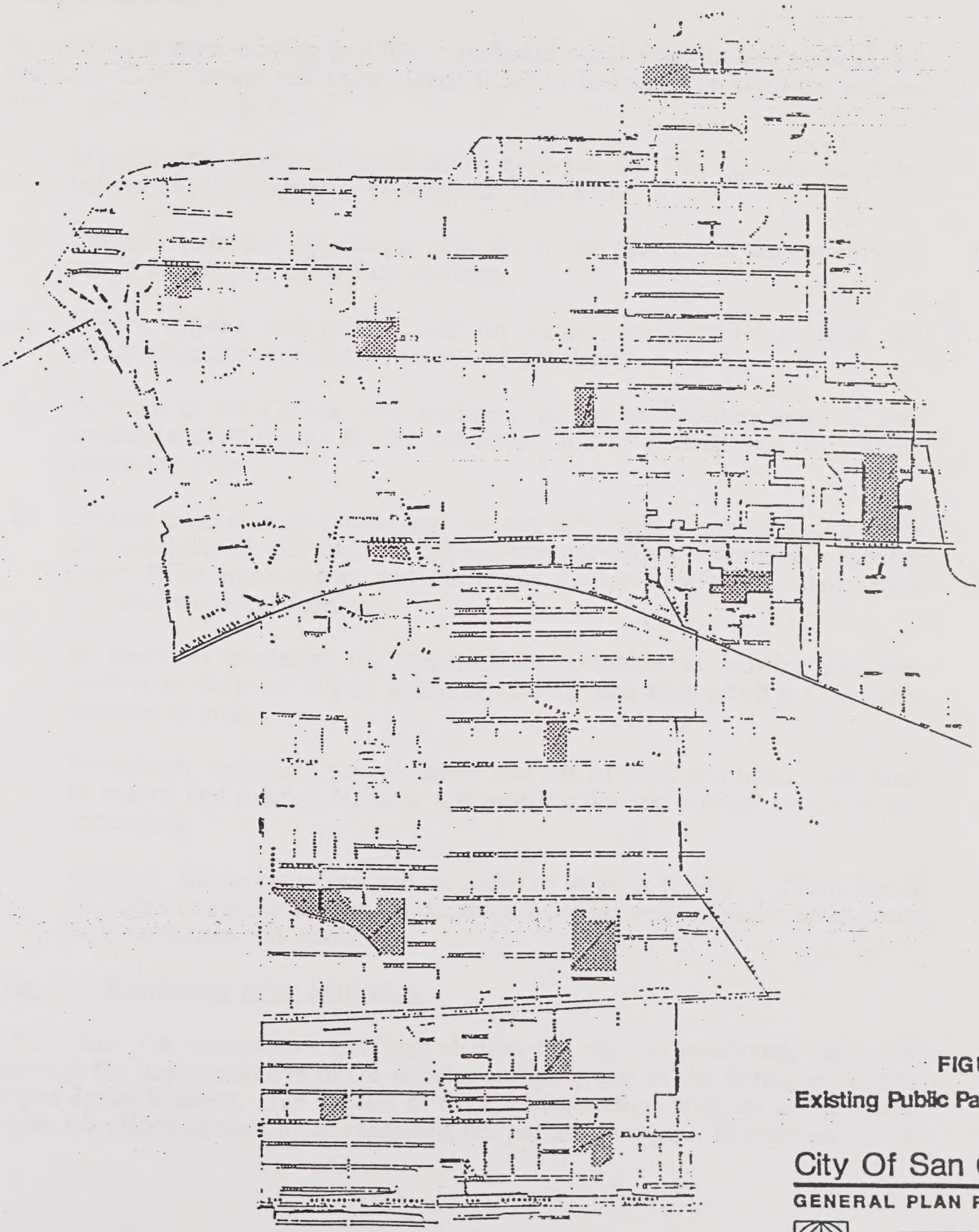
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FIGURE 8
Existing Public Parkland

City Of San Gabriel
GENERAL PLAN PROGRAM

grounds to provide local recreational open space. These schools must remain available for recreational use: otherwise. additional areas of the City would suffer from a lack of without nearby recreational open space to serve local population.

Mitigation Measures

In order to address existing and future parkland deficiencies in San Gabriel, the proposed Conservation and Open Space Element contains the following policies and programs as mitigation:

1. Increase the supply of parkland in areas of the City considered to be deficient in the amount of recreational open space.

2. Continue joint use agreements with the school district for the recreational use of school grounds by City residents.

3. Survey, acquire. and reserve land for future recreational use which will satisfy identified recreational needs and deficiencies.

4. Pursuant to the Quimby Act, initiate a fee to be imposed upon all new residential development for the acquisition and/or development of parkland within the City.

5. Explore possible recreational uses for the SCE right-of-way and investigate the feasibility of utilizing the rights-of-way for public recreation. Identify other utility rights-of-way and easements in the City and examine their potential for recreational use.

6. In order to maximize the opportunities available at existing facilities, investigate the possibility of enlarging existing park sites which are currently deficient in area.

7. Periodically reevaluate the allocation and use of park and open space land to ensure that existing facilities are meeting the recreational needs of the community.

8. Evaluate the opportunities and deficiencies at each facility to determine if the City's recreational open spaces could be effectively upgraded to improve their usefulness and quality.

Level of Significance After Mitigation

Over time, the community's parkland deficiencies can be adequately mitigated through the implementation of the policies and programs in the Conservation and Open Space Element. The success of the implementation program is dependent upon the efforts of the City in expanding the parkland supply. The actions of the

City are largely constrained by funding limitations. Into at least the near future, the parkland deficiencies will continue to exist. However, the implementation program of the Conservation and Open Space Element can remedy the deficiencies over the life of the General Plan.

3.10 - HISTORIC AND CULTURAL RESOURCES

Environmental Setting

EXISTING CONDITIONS

Conservation

The San Gabriel Mission is listed on the National Register of Historic Buildings. It dates from 1771 and lies in the City's Historic core.

This is the only structure within the City that is National Register-listed. However, there are several other buildings of historic significance in San Gabriel. These include three adobes, one of which stands on the grounds of the San Gabriel Mission. This is the Lopez de Lowther Adobe. It lies at 330 South Santa Anita Avenue and is in need of repair.

The other two adobes are the Rancho Las Tunas (or Purcell) Adobe, dating from 1790 and located at 315 Monson Lane, once owned by Mr. Hugo Reid and Mr. William Workman: and the Ortega-Vigare Adobe, located at 614-616 Ramona Street. Both are privately owned and are presently being preserved.

The Church of Our Savior, founded in 1867 and standing at 535 West Roses Road, was the first Protestant Church in the San Gabriel Valley. Don Benito Wilson, from whom Mt. Wilson is named, was a member of this Church and is buried in the San Gabriel Cemetery adjacent to it. General George S. Patton, of World War I and II fame, and his family were also members of this Church. Members of his family are also buried in the adjacent cemetery.

A Victorian house, built in 1887 and standing at 245 South Pine Street, was the home of Mr. Edwin Hayes, a member of the first San Gabriel City Council. This home has been continuously owned by the Hayes family since 1893. A small jail stands at the rear of the house and was used during the early 1990s.

The San Gabriel Civic Auditorium, whose historic name is the Mission Playhouse, was built in 1927, by Mr. John Steven McGroarty for his famous Mission Play.

The San Gabriel Historical Association regards each of the above-described buildings as having important historical significance. Therefore, they are deemed candidates for historic preservation.

Due to the historic presence of Gabrielino Indians in the vicinity of San Gabriel, it is possible that there are archaeological and palentological resources which may yet be discovered in the City.

Environmental Impacts

Although scattered buildings of historic importance are present in the City, there are no historic districts large or dense enough for their character or integrity to be affected as buildout and intensification of the City's residential, commercial, and industrial areas occurs.

It is possible that archaeological and palentological resources associated with the historic presence of the Gabrielino Indians may be encountered during excavation activities associated with new construction or reconstruction activity.

Mitigation Measures

1. The following policies and programs, proposed in the Conservation/Open Space element of the General Plan, will mitigate impacts on historical or cultural resources in the City:

Policies

1.1 Support efforts to preserve and protect the City's historical landmarks and cultural resources.

1.2 Ensure that significant historical resources are protected through the City's planning policies, ordinances, and programs.

1.3 Encourage the establishment and support the activities of a local historical society.

Programs

-- Conduct a survey of historical resources and maintain information on the sites surveyed. their status, and the names and addresses of individuals and organizations knowledgeable of the sites.

-- Establish a procedures for a committee or other designated body to review proposals for the alteration or demolition of historic structures.

-- Require site investigations by a qualified professional prior to approval of proposed project on sites which may contain historic or archaeological resources.

-- Determine the methods and means of preserving historical resources on a case-by-case basis according to a site's importance and disposition methods available.

-- Identify and pursue funding sources which can be used to preserve and protect historical resources.

2. If archeological or palentological resources are encountered as a result of construction projects undertaken as buildout occurs under the General Plan, a qualified archeologist will be empowered to halt or redirect grading to allow for evaluation and recovery time if significant deposits are encountered. To keep grading delays to a minimum, the archeologist will be prepared to perform the evaluation and recovery work as rapidly as is consistent with acceptable scientific procedures.

3. Any material collected during construction activity shall be donated to an institution which has the proper facilities for duration, display, and use by interested parties.

4.0 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

4.0 - RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The principal effect of the proposed General Plan in the long term will be the continued commitment of the area to urban uses. The proposed General Plan is intended to plan for development of the City's recreational, commercial, industrial, residential and public facility uses. Additional development in the area will consume non-renewable resources during the construction and life of the proposed uses. The use of building materials and energy resources utilized during construction will be largely irreversible and irretrievable. During the life of the plan, irretrievable resources consumed will include substantial amounts of energy, water, and other natural resources. Public facilities and services may eventually need to be expanded to serve the planning area.

The public investment required to build the necessary public improvements and the private investment required to build industrial, commercial, and the residential uses will commit future generations to urban uses of the area. As a result, future generations will experience the environmental effects of the development and also receive the beneficial consequences.

The major advantage to near-term development is the provision of housing, shopping, and employment opportunities. In terms of impacts on the physical environment, development at any point in the future would likely involve similar impacts as those associated with short-term development; i.e., increased traffic, air emissions and noise levels and increased demands on public services and utilities, etc.

The proposed General Plan strives to achieve a balance between the local short-term use of the environment and the enhancement of long-term productivity through efforts to stimulate commercial development activity to increase sales tax revenues and an overall reduction in the residential intensity to reduce demands on local infrastructure and public services.

5.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES SHOULD THE PROJECT BE IMPLEMENTED

5.0 - IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES SHOULD THE PROJECT BE IMPLEMENTED

Implementation of the proposed General Plan would necessitate a long-term commitment of energy resources, primarily in the form of fossil fuels, including oil, natural gas, and gasoline for automobiles, trucks, and construction equipment. The use of other non-renewable and limited resources would also result from the proposed actions. These include, but are not limited to, lumber, sand and gravel, asphalt, various metals, and water. An increased commitment of social services and public maintenance services (solid and liquid waste disposal and treatment, etc.) would also be required. In comparing the relative intensities of the existing plan and the proposed plan, the commitment of energy and other non-renewable resources would be approximately equivalent and possibly lower, due to the general reduction in residential development potential.

Significant, irreversible environmental changes, due to population and employment growth and the corresponding development of vacant land and intensification of presently developed areas, will occur whether or not the proposed General Plan is implemented. If urban growth follows the patterns proposed in the draft General Plan, changes to the environment, while significant and irreversible, will be managed in a rational, environmentally sensitive manner. This would be more difficult to ensure without following the guidelines in the draft General Plan.

6.0 GROWTH INDUCING IMPACTS

6.0 - GROWTH INDUCING IMPACTS

Growth-inducing impacts fall into two general categories, direct and indirect. Direct growth-inducing impacts are generally associated with the provision of urban services and extension of infrastructure to an undeveloped area. The provision of these services and facilities to a site can reduce development constraints for nearby areas, and can serve to induce further development in the vicinity. Indirect, or secondary growth-inducing impacts, consist of growth induced in the region by the additional demands for housing, employment, and goods and services associated with the population increase caused by, or attracted to, a new project.

The proposed General Plan does not include any measures which would provide infrastructure or urban level services to a presently undeveloped area. It also does not involve any expansions to local infrastructure which would enable new growth at substantially higher intensities.

Relative to the indirect, secondary growth-inducing impacts of the proposed plans, development pressures will probably occur in conjunction with anticipated regional growth throughout Los Angeles County, as well as Southern California. The extent to which subregional growth pressures create a need for housing, employment, and goods and services within San Gabriel, involves a complex interaction of many social and economic factors and will depend on the particular characteristics of each development proposal and the economic development forces occurring at that time. It is for this reason that growth-inducing impacts, which could occur as the result of specific projects developed in accordance with the proposed plan, will be addressed in supplemental environmental documentation at the time a particular discretionary project is proposed.

7.0 REFERENCES

7.0 - REFERENCES

7.1 - Bibliography

1. City of San Gabriel Baseline Report, Willdan Associates, January, 1989.

2. Growth Management Plan, Southern California Association of Governments, December. 1988.

3. Draft Housing Element Update of the City of San Gabriel General Plan, Willdan Associates, July, 1989.

4. Economic Baseline Analysis, City of San Gabriel, Urban Research Associates, January, 1989.

5. Hazardous Management Plan, Volume I, II, and III, County of Los Angeles Department of Public Works, September, 1988.

6. The Southern California Hazardous Waste Management Plan - Regional Plan, January 26. 1989.

7. Solid Waste Management Status and Disposal Options in Los Angeles County, Los Angeles County Department of Public Works, City of Los Angeles Department of Public Works and Solid Waste Management Department, County Sanitation Districts of Los Angeles County, February, 1988.

8. Solid Waste Management Plan, Triennial Review - Volume I Hazardous, March, 1984, and Revision A, August 1985, Los Angeles County Department of Public Works.

9. Public Safety and Seismic and Safety Element, for the City of San Gabriel General Plan. Envicom Corporation, May, 1975.

10. Regional Housing Needs Assessment, Southern California Association of Governments, June, 1988.

11. Draft Housing Element of the General Plan, for the City of San Gabriel, Cotton-Beland Associates, May 1984.

12. Housing Element Questions and Answers, State Department of Housing and Community Development, June, 1988.

7.2 - Persons and Organizations Contacted

-- Tom Dargan, City Planner, City of San Gabriel.

-- Gene Murry, Fire Chief, San Gabriel Fire Department.

-- Marilyn Espaiin. Dispatcher Clerk. San Gabriel Fire Department.

-- Geno Keteifleger, Inspector, Los Angeles County Fire Department, Hazardous Materials Section.

-- Erin Schoonover, Community Library Manger, San Gabriel Library.

-- Sandra Kerlely, Community Library Manager, Rosemead Library.

-- Julia Orozco. Regional Administrator, Los Angeles County Library.

-- Grace Chan. Supervisor of Planning Group, Solid Waste Management Department. County Sanitation Districts of Los Angeles County.

-- Sandra Mathias, Project Engineer, County Sanitation Districts of Los Angeles County.

-- Jeff Hupe. Civil Engineer. County Sanitation Districts of Los Angeles County.

-- Dennis Chiappetta, General Manager, Community Disposal Company.

-- Tom Vernon. General Council, BKK Corporation.

-- Dale Hammer, Operations Manager, BKK Corporation.

-- Mike Heerdink, Operations Manager, Azusa Western Landfill.

-- Alice Chung, Supervising Civil Engineer III, County of Los Angeles Department of Public Works.

7.3 - Report Preparation Staff

Willdan Associates

-- Mr. Randy A. Nichols, AICP, Principal Planner

-- Mr. Jon Davidson, AICP, Senior Planner

-- Mr. Carl Morgan, Associate Planner

-- Mr. Barry Dee, Senior Project Manager, Traffic

-- Mr. Tom Sorrentino, Project Manager, Traffic

-- Mr. Virgilio Vita, Planning Technician

-- Mr. Russell Shane, Planning Technician

J.J. Van Houten & Associates, Inc., Noise Consultant

-- Mr. David Wieland, Principal Engineer

Mr. Hans D. Giroux, Atmospheric Environment Consultant

APPENDICES

APPENDIX A: INITIAL STUDY, NOTICE OF PREPARATION, AND RESPONSES TO NOTICE OF PREPARATION

INITIAL STUDY

So lets review the facts:

1) Accidents are down since current striping designating center turn lane, one north and one south lanes, with adequate parking.

2) The draft notes that our Avenue is already suffering from excessive noise. We need fewer cars and trucks speeding along Del Mar Avenue, not more!

3 3) While the plan proposes various forms of relief for other excessively noisy streets, it actually seeks to make things worse for us by putting a lane of traffic closer to our houses and taking away on street parking.

4) The plan provides motorists with better ways to leave San Gabriel so that they can shop and dine in other towns, while driving down property values and quality of life in the heart of our own city.

I would propose that you and the City Council consider the health, safety, and quality of life of the citizens living on Del Mar Avenue, not just commuters from San Marino and North San Gabriel who are just passing through, and reject the proposed changes to Del Mar Avenue between Valley Boulevard and Mission Road. The Master Plan should route traffic down our commercial boulevards including San Gabriel, Valley, and Las Tunas. Residential streets should be allowed to retain some quality of life in front of their homes, they shouldn't become four lane freeways without parking!

Sincerly,

Charles E. Chapman Jr.

Charles E. Chapman, Jr.
1140 South Del Mar Avenue
San Gabriel, CA 91776

ate of California

Business, Transportation and Housing Agency

Memorandum

Mr. Garrett Ashley
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Date : August 24, 1989

File No.: DEIR - City of San Gabriel General Plan Update

RECEIVED
89 AUG 30 PM 12: 51
WILLDAN ASSOCIATES

Gary McSweeney - District 7

rom : DEPARTMENT OF TRANSPORTATION

ubject : Project Review Comments

SCH No. 89061433

Caltrans has reviewed the above-referenced document. Based on the information received we find no apparent impact on the State transportation system. However, we would like to

1 emphasize the statement on Page 77, first paragraph, last sentence: "A more detailed level of analysis to determine the precise traffic impacts should be conducted, once adequate information about access and localized circulation to support the new development is available".

We look forward to reviewing the Final EIR. If you have any questions regarding this response, please call me at (ATSS) 8-640-2376 or (213) 620-2376.

GARY McSWEENEY
IGR/CEQA Coordinator
Transportation Planning & Analysis Branch

cc: Mr. Randy A. Nichols
c/o 12900 Crossroads Parkway South
Suite 200
City of Industry, CA 91746-3499

Mr. Robert Clute, City Administrator
City of San Gabriel
532 West Mission Drive
San Gabriel, CA 91776

September 1, 1989

89 SEP 14 PM 2

RE: WILLDAN ASSOCIATES' DRAFT EIR, SAN GABRIEL GENERAL PLAN UPDATE
JULY 28, 1989

Dear Mr. Clute,

Attached is a copy of the San Gabriel Historical Association's response to Willdan Associates' Draft EIR for the General Plan update, a copy of Willdan's statement on item 20, "Cultural Resources" and a copy of Willdan's General plan "B. Conservation Goal.

1 While Willdan's General Plan statement reasonable conservation policies and programs, their draft EIR completely overlooks their own General Plan Statements, by stating:

"No other known archaelogical, historical paleontological, religious or sacred resources are known to exist in the City."

This raises the question "known to whom", the author of item 20?

"Due tothe highly developed nature of the City, the potential for uncovering cultural artifacts of significance through future development activites is considered very low."

Again, "is considered very low" by whom, the author?

If anyone had done any historical research, particularly around the Mission, they would have found that the Mission, in addition to to providing religious services, was also a commercial enterprise, providing commercial products to others. Much of the "highly developd nature of the City" is presently "on grade" or "above grade". What happens when "below grade" excavations are made for "future development activities" in an area rich in the history of the Gabrielino Indians, the Mission, the Californians and the later developers after 1850?

It is readily apparent that Willdan's research on their draft EIR, is superficial, at best. What concerns me is that if Willdan's research was so superficial on this subject, were they also superficial in the aspects of other subjects?

I believe that the City should receive the optimum return for its investment in revising the General Plan. Their Draft EIR causes me to wonder if it really is getting its money's worth.

Sincerely,
Don Brittingham
Don Brittingham
1044 S. Euclid Ave.
San Gabriel CA 91776

CC. John Tapp
Dennis Williams

RECEIVED
SEP 07 1989
ADMINISTRATION
CITY OF SAN GABRIEL

5. The Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to the Sanitation Districts' sewerage system or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the sewerage system to accommodate the proposed project which will mitigate the impact of this project on the present sewerage system. Payment of a connection fee will be required before a permit to connect to the sewer is issued.

If you have any further questions, please contact the undersigned at (213) 699-7411, extension 2719.

Very truly yours,

Charles W. Carry

Gregory Delaney

Gregory C. Delaney
Project Engineer
Financial Planning &
Property Management Section

GCD:jm

Enclosures

California-American Water Company

Los Angeles Division

[illegible] Huntington Drive • San Marino, California 91108-2022 • Phone (818) 289-7821

August 7, 1989

Randy A. Nichols
Assistant Vice President
Willdan Associates
12900 Crossroads Parkway South
Suite 200
Industry, CA 91746-3499

RE: Draft EIR - San Gabriel General Plan

Dear Mr. Nichols:

The draft Environmental Impact Report for the update of San Gabriel General Plan was received by this department.

A review of the document indicates that the City of San Gabriel would like to maintain the single family residential environment.

California-American Water Company would be interested in commenting on impacts of large projects that may be developed as a result of the General Plan update.

Please send a copy of the General Plan to me. I am interested in reviewing it and would like a copy for our files.

Sincerely,

Ethel S Young

Ethel S. Young
Engineer

ESY:rb

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

955 Workman Mill Road, Whittier, CA 90601-4998
Mailing Address: P. O. Box 4998, Whittier, CA 90607-4998
Telephone: (213) 699-7411, (213) 685-5217

CHARLES W. CARRY
Chief Engineer and General Manager

August 25, 1989

File No: 2-00.04.00

RECEIVED
89 AUG 29 PM 12: 25
WILLDAN ASSOCIATES

Mr. Randy A. Nichols, AICP
Principal Planner
Willdam Associates
12900 Crossroads Parkway South
Suite 200
Industry, California 91746-3499

Dear Mr. Nichols:

Draft Environmental Impact Report
for the San Gabriel General Plan Update

The County Sanitation Districts received a Draft Environmental Impact Report (EIR) for the subject project on July 28, 1989. The Districts have no objection to the project as proposed. At present, the Districts do not have any comments, and reserve the right to comment at a future time. 1 However, we do wish to have previous comments from the Districts correspondence dated July 10, 1989 in Appendix A of the EIR to be included under *Environmental Setting, Impacts and Mitigation Measures* of the EIR.

Please include the Districts on the mailing list for the Final Environmental Impact Report.

If you should have any further questions, please contact the undersigned at (213) 699-7411, extension 2719.

Very truly yours,

Charles W. Carry

Gregory Delaney

Gregory C. Delaney
Project Engineer
Financial Planning &
Property Management Section

GCD:jl

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

Workman Mill Road Whittier, CA 90601-4998
Mailing Address: P. O. Box 4998 Whittier, CA 90607-4998
Telephone: (213) 699-7411 (213) 685-5217

CHARLES W. CARRY
Chief Engineer and General Manager

July 10. 1989

File No: 2-00.04-00
15-00.04-00

RECEIVED
JUL 11 1989
WILLDAN ASSOC.

Mr. Randy A. Nichols. AICP
Willdan Associates
12900 Crossroads Parkway S. Ste. 200
Industry, CA 91746-3499

Dear Mr. Nichols:

San Gabriel General Plan Program

The County Sanitation Districts received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on June 14, 1989. We offer the following comments:

1. The City of San Gabriel is primarily within the jurisdictional boundaries of Sanitation District No. 2 with a small portion in Sanitation District No. 15. Enclosed please find two maps depicting the City within the boundaries of Districts 2 and 15, and the Districts' facilities.

2. Fifteen of the County Sanitation Districts have pooled their investment in wastewater treatment facilities. These fifteen Districts, known as the Joint Outfall Districts (JOD), are located in the Central Los Angeles Basin and primarily serve the eastern and southern portions of the County. The JOD extend south and west from the San Gabriel Mountain foothills to the Palos Verdes peninsula, bounded to the east by San Bernardino and Orange Counties and to the west by the cities of Glendale and Los Angeles. The JOD have constructed an integrated network of facilities, known as the Joint Outfall System (JOS). The JOS consists of six treatment plants over 1.000 miles of trunk sewers, 48 pumping plants and four submarine outfalls. Enclosed please find a map depicting the County Sanitation Districts and its facilities.

3. Any wastewater generated from the City of San Gabriel is treated at the Whittier Narrows Water Reclamation Plant (WRP), which is incorporated along with the Joint Water Pollution Control Plant (JWPCP) to form a portion of the regional treatment system mentioned in the previous comment. The Whittier Narrows WRP has a design capacity of 15 million gallons per day (mgd) and is presently treating 12.6 mgd. The JWPCP has a design capacity of 385 mgd and is presently treating 379 mgd.

4. The Districts own, operate, and maintain the main trunk sewer network which directly conveys wastewater flows to the treatment facilities. The City and/or the County Public Works Department are typically responsible for operation and maintenance of the local collection lines.

SAN GABRIEL HISTORICAL ASSOCIATION

546 WEST BROADWAY, SAN GABRIEL, CA 91776

RECEIVED
89 AUG 28 PM 3:49
WILLDAN ASSOCIATES

August 26, 1989

To: Willdan Associates

From: San Gabriel Historical Association

Regarding: Draft of EIR for the San Gabriel Plan Update

In response to your letter of July 27, 1989 we would like to bring to your attention the paragraph on Cultural Resources, listed under: III Discussion of Environmental Evaluation, #20.

While the San Gabriel Mission is listed in the National Register of Historic Buildings we do have a number of other historic buildings in San Gabriel worthy of noting and making an effort to preserve.

1 There are three (3) Adobes which remain standing. One is, the Lopez de Lowther Adobe, on the San Gabriel Mission grounds, but not registered, at 330 So. Santa Anita Ave. and in most urgent need of repair. The Ortega - Vigare Adobe, at 614-616 Ramona St. and the Rancho Las Tunas (or Purcell) Adobe, built in 1790, at 315 Monson Lane, once owned by Hugo Reid and William Workman are both privately owned and at present being preserved.

There is also a historic Victorian Home built in 1887 at 245 So. Pine St. which was the home of Edwin Hayes, a member of the first San Gabriel City Council. The home has been continuously owned by the Hayes family (2nd owner) since 1893. The House and a small Jail (at the rear of the house and used during the early 1900's) have been legally donated to the San Gabriel Historical Association to be moved when the present owner, M.R. Hayes, decides to sell the property.

Another building of historic significance is the Mission Playhouse, or as it is known today, the San Gabriel Civic Auditorium, which was built by John Steven McGroarty in 1927 for his famous Mission Play which opened in 1912 in San Gabriel.

The Church of Our Savior, 535 W. Roses Rd., founded in 1867 was the first Protestant Church in the San Gabriel Valley. Don Benito Wilson, for whom Mt. Wilson is named, was a member of this Church and is buried in the San Gabriel Cemetery adjacent to it. General George S. Patton, of World War I and II fame, and his family were also members of this Church. Members of his family are also buried in the adjacent cemetery.

There are a number of other historic properties in San Gabriel which we can list and describe if you so desire.

San Gabriel Mission established 1771

SAN GABRIEL HISTORICAL ASSOCIATION

546 WEST BROADWAY, SAN GABRIEL, CA 91776

To:Willdan Associates (continued)

We feel that these buildings are of significant importance to the City of San Gabriel and should not be over-looked in the EIR for the San Gabriel General Plan.

2 In our estimation it is impossible to state that there are no archaeolcgical, paleontological or historical resources of significance in the city given the number of Gabrielino Indians that lived in the San Gabriel area. Especially when you consider the number of older homes being razed for new construction. Artifacts could be discovered most anywhere.

Sincerely,

Marion Brittingham

Mrs. Marion Brittingham
President

San Gabriel Historical Association

1. The information has been incorporated into the Final Environmental Impact Report. Please refer to new Section 3.10, Historic and Cultural Resources, of the Final Environmental Impact Report.

2. The potential to encounter additional artifacts has been recognized in the Final Environmental Impact Report. Please refer to new Section 3.10, Historic and Cultural Resources, of the Final Environmental Impact Report.

County Sanitation Districts of Los Angeles County

1. The information has been incorporated into the Final Environmental Impact Report. Please refer to Section 3.8. Public Services - Wastewater Collection and Treatment, of the Final Environmental Impact Report.

California-American Water Company

1. Comment noted.

Department of Transportation

1. Comment noted.

Don Brittingham

1. The information has been incorporated into the Final Environmental Impact Report. Please refer to new Section 3.10. Historic and Cultural Resources, of the Final Environmental Impact Report.

Charles Chapman, Jr.

1. The Circulation Element proposes the eventual restriping of Del Mar Avenue. between Hermosa Drive and Valley Boulevard, as a four-lane secondary arterial to more efficiently carry the projected increases in daily traffic along this busy street. Del Mar Avenue has been designated as a four-lane arterial since the original General Plan was adopted in 1971. The proposed Circulation Element is a continuation of this long-standing plan.

2. Sufficient paved roadway width currently exists along Del Mar Avenue to provide for four lanes of travel, without acquiring right-of-way and widening the street. On-street parking, however, would have to be eliminated to accomplish this. A majority of the homesites along both sides of Del Mar Avenue, between Hermosa Drive and Valley Boulevard,

contain long driveways leading to detached garages set behind the houses. These driveways are long enough to park several automobiles on.

3. The noise assessment conducted for the updated Noise Element determined that projected noise increases associated with traffic increases along Del Mar Avenue, north of Mission Drive, would exceed the exterior standard of 65 DB. Prior to restriping Del Mar Avenue to additional travel lanes, the City will conduct an acoustical analysis to identify the location of significant noise impacts to homesites along the route, and to determine whether feasible mitigation measures can be provided, given the necessity to maintain driveway openings. The City will evaluate alternative noise mitigation measures at that time, such as retrofitting homes with dual-pane windows and wall insulation. The City may also determine that potential impacts to the residential character of this corridor are unacceptable, and inadequate roadway capacity is acceptable.

Susan F. Chapman

1. See responses to comment Nos. 1 and 2 under Mr. Charles Chapman, Jr.

2. See response to comment No. 3 under Mr. Charles Chapman, Jr.

3. San Gabriel Boulevard is already operating at the limits of its capacity, with an existing Level of Service (LOS) "D." Diversion of traffic from Del Mar Avenue to San Gabriel Boulevard, therefore, even if found to be feasible on the basis of a thorough traffic analysis, would result in excessive traffic congestion and air quality impacts along San Gabriel Boulevard.

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
GELES, CA 90012
3) 620-3550
(213) 620-2376

RECEIVED
17 1989
WILLDAN ASSOC.

July 13, 1989

IGR/CEQA
City of San Gabriel
San Gabriel General Plan Program
SCH # 89061433

Mr. Randy A. Nichols
c/o 12900 Crossroads Parkway South
Suite 200
City of Industry, CA 91746-3499

Dear Mr. Nichols:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. Items which should be covered for the project include, but are not limited to:

A. Trip generation/distribution including the method used to develop the percentages and assignment.

B. ADT, AM and PM peak-hour volumes for both the existing and future conditions. This should include the Route I-210 Freeway and the Route I-10 Freeway at the interchanges of South San Gabriel, Del Avenue and South San Gabriel, San Gabriel Boulevard.

C. An analysis of future conditions which include project traffic and the cumulative traffic generated for all approved developments in the area.

D. Any mitigation proposed should be fully discussed in the document. These discussions should include, but not be limited to, the following:

    * financing
    * scheduling considerations
    * implementation responsibilities
    * monitoring

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite

the review process, you may send two copies in advance to the undersigned at the following address:

Gary McSweeney
District 7 IGR/CEQA Coordinator
Transportation Planning & Analysis Branch
120 So. Spring Street
Los Angeles, CA 90012

Thank you for this opportunity to comment. If you have any comments regarding these comments, contact Gary McSweeney at (213) 620-2376.

Sincerely,

GARY McSWEENEY
IGR/CEQA Coordinator
Transportation Planning & Analysis Branch

cc: State Clearinghouse

[illegible]
C: [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

·· le Mavor John Tapp
_ , ei City Hall
3 Mission Drive
Gabriel, CA 91776

st 22, 1989

Mayor Tapp,

writing you with my comments on the Draft EIR General
Update for the City of San Gabriel. I am very concerned
the Noise and Circulation reports and the proposed
ons to be taken on South Del Mar Avenue.

ve been a resident of South Del Mar Avenue for over 20
s. I have owned a home on South Del Mar Avenue for the
6 years. It has always been a busy street. The Draft
General Plan Update states that I have been exposed to
ssive levels of noise from the 21,700 cars, trucks, and
rcycles that daily drive past my home. The Draft EIR
states that South Del Mar Avenue is operating at
city, while San Gabriel Boulevard is not. The Draft EIR
ram for Local Vehicular Circulation includes the actions
liminating on-street parking and restriping the roadway
ncrease the traffic capacity of South Del Mar Avenue.

·app, you and the authors of the Draft EIR may not be 1
e t several spectacular accidents have taken place
g South Del Mar Avenue, involving cars careening into
s. My own home was struck by a car prior to my
hasing it. The traffic situation for residents has been
oved since the painted median was installed. Traffic has
forced to slow down closer to the posted speed limit.
painted median has enhanced the safety of turning into
s driveway. Cars unsafely passing on the right has been
ailed. By prohibiting parking in front of one's home,
city will be subjecting the residents along South Del Mar
ue to an inconvenience not borne by any other residential
et in the city.

Noise element programs in the Draft EIR address reducing 2
e in the city. By increasing the traffic capacity of
h Del Mar Avenue, the level of noise will increase,
nd the current excessive level. By taking away the 3
ted median, the safety to residents will be reduced. As
as the traffic capacity of San Gabriel Boulevard has not
reached, the city should encourage northbound and
hbound traffic to that street, and away from our
dential neighborhood. The implementation of the
l Vehicular Circulation program will have nothing but
tive impacts to the quality of life as well as property
es on South Del Mar Avenue.

,

Susan F Chapman

n F. Chapman
South Del Mar Avenue
[illegible] CA 91776

RESPONSES TO COMMENTS ON DRAFT EIR

COMMENTS ON DRAFT EIR

1. The Draft EIR must include the following:

   ☑ a. Description of the proposed project.

   ☑ b. Description of the present environmental setting of the project site.

   ☑ c. An estimate of the quantities of wastewaters to be contributed to the sanitary sewer system and the treatment plant that will serve the proposed development. The DEIR must demonstrate that the sanitary sewer system will have adequate capacity to collect, transport, treat and dispose of the additional flow in a satisfactory manner.

   ☑ d. An analysis of the cumulative flows generated by all proposed, pending and approved projects within the service area of the designated treatment plant. If expansion of the treatment plant facilities will be required to meet projected wastewater demand, the DEIR must demonstrate that additional capacity will be available prior to new connections for proposed development.

   ☑ e. Description of the quantity, quality, and location of discharges other than to the sanitary sewer system. The impacts of these discharges on groundwater and receiving water quality must be discussed.

07 1989

Southern California Edison Company

1000 POTRERO GRANDE DRIVE
MONTEREY PARK, CALIFORNIA 91754

DOLORES TOMCZYK
AREA MANAGER

TELEPHONE
(213) 720-5257

June 29, 1989

Mr. Randy A. Nichols, Senior Planner
City of San Gabriel
532 Mission
San Gabriel, CA 91776

Subject: 532 Mission, San Gabriel
Environmental Impact Report
General Plan

Dear Mr. Nichols:

This is to advise that the subject area is located within the service territory of the Southern California Edison Company and associated electrical load growth is within the parameters of the overall projected load growth which we are planning to meet in this area.

Unless the demand for electrical generating capacity exceeds our estimates, and provided that there are no unexpected outages to major sources of electrical supply, we expect to meet our electrical requirements for the next several years.

Very truly yours,

DT:lms

California-American Water Company

Los Angeles Division

2020 Huntington Drive • San Marino, California 91108-2022 • Phone (818) 289-7821

June 20, 1989

RECEIVED
JUN 21 1989
WILLDAN ASSOC.

Willdan Associates
12900 Crossroads Parkway
Suite 200
Industry, California 91746-3499

Attention: Randy A. Nichols
Principal Planner

RE: City of San Gabriel
General Plan Program

Dear Mr. Nichols:

In response to your notice of preparation of a Draft Environmental Impact Report, this is to advise that California-American Water Company will supply water service without exception, to our service area in San Gabriel. However, arrangements will have to be made for the installation of water mains and appurtenances.

To provide adequate water flows for fire protection as required by the Los Angeles County Fire Protection District, the exact size and length of main to be installed will have to be determined by a qualified Hydraulics Engineer (by others than the Water Company).

Water service will be furnished to said Tract by California-American Water Company upon completion of satisfactory financial arrangements with the developer, under its rules and regulations as filed with the Public Utilities Commission of the State of California, General Order No. 103. Water quality meets all requirements of the California State and County Health Departments.

Very truly yours,

Ethel S. Young.

Ethel Young
Engineer

EY:rb

STATE OF CALIFORNIA
GEORGE DEUKMEJIAN, *Governor*

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—
LOS ANGELES REGION
107 SOUTH BROADWAY, SUITE 4027
LOS ANGELES, CALIFORNIA 90012-4596
(213) 620-4460

RECEIVED
JUN 29 1989
WILLDAN ASSOC.

June 27, 1989 File : 700.375

Randy A. Nichols
Principal Planner
City of San Gabriel
C/o 12900 Crossroads Parkway South
Suite 200
City of Industry, CA 91746-3499

SAN GABRIEL GENERAL PLAN PROGRAM, SCH# 89061433: SAN GABRIEL

We have reviewed the subject document regarding the proposed project, and have the following comments:

Based on the information provided, we recommend the following:

☐ We have no further comments at this time.

☒ The proposed project should address the attached comments.

☐ Negative Declaration. See attached comments.

☐ Mitigated Negative Declaration. See attached comments.

☐ EIR. See attached information on scope and content.

Thank you for this opportunity to review your document. If you have any questions, please contact Tom Clark at (213) 620-2385.

John L. Lewis
JOHN L. LEWIS
Environmental Specialist IV

Attachment(s): DEIR

cc: Mr. Keith Lee, State Clearinghouse

CITY OF MONTEREY PARK
320 west newmark avenue · monterey park, california 91754
· municipal services center

June 16, 1989

Randy A. Nichols, AKP
Willdan Associates
12900 Crossroads Parkway South
Suite 200
Industry, CA 91746-3499

RE: NOTICE OF PREPARATION: SAN GABRIEL GENERAL PLAN

Dear Mr. Nichols:

The Notice of Preparation of an Environmental Impact Report for the proposed comprehensive revision and updating of the City of San Gabriel's General Plan was received by this department.

A review of the document indicates that the City of Monterey Park has no comments at this time. However, the City would be interested in commenting on impacts of large projects that may be developed as a result of the General Plan update.

Please send a copy of the General Plan to me as I am interested in reviewing it and would like a copy for our files.

Sincerely,

M. MARGO WHEELER
Planning Director

MMW:rae

/06-16-01

SAN GABRIEL DISPOSAL
COMPANY

P.O. Box 3334 • City of Industry, CA 91744
(818) 336-3

RECEIVED
JUN 21 1989
WILLDAN ASSOC.

June 20, 1989

Mr. Randy A. Nichols
Willdan Associates
12900 Crossroads Parkway S.
Suite 200
City of Industry, Ca. 91746-3499

Dear Randy:

I received and reviewed the Initial Environmental Study for the City of San Gabriel. As the official refuse contractor, I agree that utilities need not be studied further in terms of trash pick up. San Gabriel Disposal has the necessary equipment, manpower and resources to handle planned growth in the city.

Our only area of concern is the availability of landfill sites to dispose of the city's trash. However, we are committed to providing uninterrupted service regardless of where and how we have to dispose of their trash.

If you have any questions on this information, please call me at (818) 336-3636.

Sincerely,

Dennis M. Chiappetta
General Manager

DMC/pm

ATE OF CALIFORNIA—OFFICE OF THE GOVERNOR
GEORGE DEUKMEJIAN, Govern

FFICE OF PLANNING AND RESEARCH
00 TENTH STREET
CRAMENTO, CA 95814

DATE: June 15, 1989

TO: Reviewing Agencies

RE: The City of San Gabriel's NOP for the San Gabriel General Plan Program
SCH# 89061433

Attached for your comment is the City of San Gabriel's Notice of Preparation of a draft Environmental Impact Report (EIR) for the San Gabriel General Plan Program.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Mr. Randy A. Nichols
C/o 12900 Crossroads Parkway South
Suite 200
City of Industry, CA 91746-3499

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Garrett Ashley at 916/445-0613.

Sincerely,

David C. Nunenkamp
Chief
Office of Permit Assistance

Attachments

cc: Randy Nichols

'S' : Sent by Lead   'X' : Sent by SCH

☒ Bob Fle[illegible]
Air Reso[illegible]oard
1102 Q S[illegible]
Sacramento, CA 95814
916/322-8267

☐ Karen Cagle
Dept. of Boating & Waterways
1629 S Street
Sacramento, CA 95814
916/445-6281

☐ Gary L. Holloway
California Coastal Commission
631 Howard Street, 4th Floor
San Francisco, CA 94105
415/543-8555

☐ Terry Maderos
California Energy Commission
1516 Ninth Street, Rm. 200
Sacramento, CA 95814
916/324-3227

☐ Sandy Hesnard
Caltrans - Division of Aeronautics
P.O. Box 942874
Sacramento, CA 94274-0001
916/324-1833

☐ George Smith
Caltrans - Planning
P.O. Box 942874
Sacramento, CA 94274-0001
916/445-5570

☒ Dennis O'Bryant
Dept. of Conservation
1416 Ninth Street, Room 1326-2
Sacramento, CA 95814
916/322-5873

○ Div. of Mines and Geology
○ Div. of Oil and Gas
○ Land Resources Protect. Unit

☐ Vashek Cervinka
Dept. of Food and Agriculture
1220 N Street, Room 104
Sacramento, CA 95814
916/322-5227

☐ Douglas Wickizer
Dept. of Forestry
1416 Ninth Street, Room 1516-2
Sacramento, CA 95814
916/322-0128

☐ Robert Sleppy
Dept. of General Services
400 P Street, Suite 3460
Sacramento, CA 95814
916/324-0214

☒ Arlene Chance
Dept. of Health
714 P Street, Room 1253
Sacram[illegible] CA 95814
916[illegible]

☐ Planning and Analysis Division
2535 First Avenue
Sacramento, CA 95818
916/445-1981

☐ William A. Johnson
Native American Heritage Comm.
915 Capitol Mall, Room 288
Sacramento, CA 95814
916/322-7791

☐ Hans Kreutzberg
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001
916/322-9621

☒ Mike Doyle
Dept. of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001
916/324 6421

☐ George Hersh
Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102
415/557-1375 (8-597)

☐ Anna Leena Bronson
Reclamation Board
1416 Ninth Street Room 204-8
Sacramento, CA 95814
916/322-3740

☐ Norris Milliken
S.F. Bay Conservation & Dev't. Comm.
30 Van Ness Avenue, Room 2011
San Francisco, CA 94102
415/557-3686

☐ Jeannie Blakeslee
Calif. Waste Management Board
1020 Ninth Street, Room 300
Sacramento, CA 95814
916/327-0434

☐ Ted Fukushima
State Lands Commission
1807 - 13th Street
Sacramento, CA 95814
916/322-7813

☐ Nadell Gayou
Dept. of Water Resources
1416 Ninth Street, Room 215-4
Sacramento, CA 95814
916/445-7416

☐ Reed Holderman
State Coastal Conservancy
1330 Broadway, Suite 1100
Oakland, CA 94612
415/464-1015

☐ DHS/TSCD: ____________________
____
____

☐ Brent Soulle
Caltra[illegible]trict 1
1656 [illegible]treet
Eurek[illegible] 95501
707/4[illegible]0 (8-538)

☐ Michelle Gallagher
Caltrans, *District 2*
1657 Riverside Drive
Redding, CA 96001
916/225-3259 (8-442)

☐ Brian J. Smith
Caltrans, *District 3*
703 B Street
Marysville, CA 95901
916/741-4277 (8-457)

☐ Gary Adams
Caltrans, *District 4*
P.O. Box 7310
San Francisco, CA 94120
415/557-8371 (8 597)

☐ Jerry Laumer
Caltrans, *District 5*
P.O. Box 8114
San Luis Obispo, CA 93403 8114
805/549-3161 (8-629)

☐ Nathan Smith
Caltrans, *District 6*
P.O. Box 12616
Fresno, CA 93778
209/488-4088 (8-422)

☒ Jeff Bingham
Caltrans, *District 7*
120 South Spring Street
Los Angeles, CA 90012
213/620-5335 (8-640)

☐ Richard Malacoff
Caltrans, *District 8*
247 West Third Street
San Bernardino, CA 92403
714/383-4557 (8-670)

☐ Andy Zellman
Caltrans, *District 9*
500 South Main Street
Bishop, CA 94514
619/872-0693 (8-627)

☐ Al Johnson
Caltrans, *District 10*
P.O. Box 2048
Stockton, CA 95201
209/948-7838 (8-423)

☐ Jim Cheshire
Caltrans, *District 11*
P.O. Box 85406
2829 Juan Street
San Diego, CA 92138-5406
714/237-6755 (8-631)

☐ Al Fisher
Caltrans, *District 12*
2501 Pullman St.
Santa Ana, CA 92075
714/724-2061

☐ Department of Fish and Game
601 Locust
Redding CA 96001
916/225-2300 (8-442)

☐ Jim Messersmith, Regional Manager
Department of Fish & Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
916/355-0922 (8 438)

☐ B. Hunter, Regional Manager
Department of Fish and Game
P.O. Box 47
Yountville, CA 94599
707/944-2011 (8 577)

☐ G. Nokes, Regional Manager
Department of Fish and Game
1234 East Shaw Avenue
Fresno, CA 93710
209/222-3761 (8-421)

☒ Fred A. Worthley, Jr., Reg. Manager
Department of Fish and Game
330 Golden Shore, Suite 50
Long Beach, CA 90802
213/590-5113 (8 635)

☐ Rolf E. Mall
Marine Resources Region
330 Golden Shore, Suite 50
Long Beach, CA 90802
213/590-5155 (8 635)

State Water Resources Control Board

☐ Allan Patton
State Water Resources Control Board
Division of Loans & Grants
P.O. Box 944212
Sacramento, CA 94244-2120
916/739-4414

☐ Ed Anton
State Water Resources Control Board
Division of Water Quality
P.O. Box 100
Sacramento, CA 95801
916/445-9552

☐ Dave Beringer
State Water Resources Control Board
Delta Unit
P.O. Box 2000
Sacramento, CA 95810
916/322-9870

☐ Mike Falkenstein
State Water Resources Control Board
Division of Water Rights
901 P Street
Sacramento, CA 95814
916/324-5636

☐ OTHER: ____________________
____
____

☐ 1440 Guerneville Rd.
Sa[illegible]sa, CA 95401
7[illegible]2220 (8 590)

☐ SA[illegible]NCISCO BAY REGION (2)
1111 Jackson Street, Room 6000
Oakland, CA 94607
415/464 1255 (8 561)

☐ CENTRAL COAST REGION (3)
1102 A Laurel Lane
San Luis Obispo, CA 93401
805/549-3147 (8 629)

☒ LOS ANGELES REGION (4)
107 South Broadway, Room 4027
Los Angeles, CA 90012
213/620 4460 (8 640)

☐ CENTRAL VALLEY REGION (5)
3443 Routier Road, Suite A
Sacramento, CA 95827-3098
916/361 5600

○ Fresno Branch Office
3374 East Shields Avenue, Rm
Fresno, CA 93726
209/445-5116 (8-421)

○ Redding Branch Office
100 East Cypress Avenue
Redding, CA 96002
916/225 2045 (8 447)

☐ LAHONTAN REGION (6)
2092 Lake Tahoe Boulevard
P.O. Box 9428
South Lake Tahoe, CA 95731
916/544-3481

○ Victorville Branch Office
15371 Bonanza Road
Victorville, CA 92392-2191
619/241-6583

☐ COLORADO RIVER BASIN REGI
73-271 Highway 111, Suite 21
Palm Desert, CA 92260
619/346 7491

☐ SANTA ANA REGION (8)
6809 Indiana Avenue, Suite 200
Riverside, CA 92506
714/782-4130 (8 632)

☐ SAN DIEGO REGION (9)
9771 Clairemont Mesa Blvd., Suite B
San Diego, CA 92124 1331
619/265-5114 (8 636)

☒ APCD/AQMD: South
Coast
____

RESPONSES TO NOTICE OF PREPARATION

NOTICE OF PREPARATION

TO: ______________________________

____

____

FROM: Willdan Associates

12900 Crossroads Parkway S. Ste.

Industry, CA. 91746-3499

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

The City of San Gabriel will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study x is, ___ is not, attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Mr. Randy A. Nichols, AICP at the address shown above. We will need the name for a contact person in your agency.

Project Title: San Gabriel General Plan Program

Project Applicant, if any: City of San Gabriel

DATE June 13, 1989

Signature

Title Principal Planner

Telephone 213 - 695 - 0551

Reference: California Administrative Code, Title 14, Sections 15082(a), 15103, 15375.

NOTICE OF PREPARATION

1.0 - INTRODUCTION AND PROJECT DESCRIPTION

INTRODUCTION

This report has been prepared for the City of San Gabriel in accordance with the Guidelines (the "Guidelines") for Implementation of the California Environmental Quality Act. The Guidelines indicate that an Environmental Impact Report should be prepared as early in the planning process as feasible. The Guidelines further stipulate that an Environmental Impact Report (EIR) must be prepared for any project that may have a significant impact on the environment.

The adoption of an updated and revised General Plan for the City of San Gabriel is a "project" as defined by Section 15378 of the Guidelines. Moreover, an Initial Study has been conducted on the proposed project and has indicated that certain environmental effects associated with the project may be significant. These topics or issues are discussed in this report. Other environmental impacts considered in the Initial Study were determined to be clearly insignificant and/or unlikely to occur and, therefore, are not discussed in this EIR. The Initial Study is presented in its entirety in Appendix A.

The Initial Study was prepared with the benefit of the detailed information concerning existing environmental and socio-economic conditions contained in the San Gabriel Baseline Report, January, 1989, by Willdan Associates. That report is hereby incorporated by reference and serves as the description of the environmental setting for each of the topics discussed in this EIR. The baseline report is available for public review at the office of the City of San Gabriel Planning Department.

PROJECT DESCRIPTION

Project Proponent

The City of San Gabriel
532 Mission Boulevard
San Gabriel, CA 91776

Project Location

The City of San Gabriel is located within the western San Gabriel Valley subregion of the greater Los Angeles metropolitan area, in Southern California, more specifically in Los Angeles County. The regional setting is displayed in Figure 1. The local setting is displayed in Figure 2.

Project Characteristics

The proposed project consists of comprehensive revisions and updating of the City of San Gabriel General Plan, which was originally adopted in 1971 and which has been amended on several occasions, most recently by the 1984 Housing Element Update. The revisions include: (1) updating of

Additional issues addressed by the proposed General Plan include the management of traffic to maintain desired operating levels of service along streets and through intersections, mitigating adverse noise impacts to sensitive uses, expanding the local supply of parkland, and reducing or eliminating earthquake hazards to old, unreinforced masonry structures and other safety risks to the community at large.

This EIR will also be used to assist the City's Planning Commission and City Council in the selection of the preferred land use plan. An analysis of alternative land use strategies for 12 major issue areas (see Figure 3) is discussed in Section 3.4 of the EIR. Traffic, noise, and air quality related effects of the different alternatives are also discussed in that section, using information from the analysis of those other topics. In this way, the relative environmental effects of the land use alternatives can be evaluated as a factor in the selection of the preferred land use plan.

The existing land use designations will continue to apply to the balance of the planning area, as most of the area is already fully developed, and there is no desire to change the land use pattern already established.

CITY OF SAN GABRIEL
PLANNING DEPARTMENT

INITIAL ENVIRONMENTAL STUDY

I. Background

1. Name of Proponent: City of San Gabriel
2. Address and Phone Number of Proponent: 532 Mission Boulevard
   San Gabriel, California 91776
   Phone: (818) 308-2808
3. Date of Environmental Assessment: June 12, 1989
4. Agency Requiring Assessment: City of San Gabriel
5. Name of Proposal, if applicable: General Plan Update
6. Location of Proposal: Entire City of San Gabriel and its Adopted Sphere of Influence

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are provided on attached sheets.)

	Yes	Maybe	No
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?			X
b. Disruptions, displacements, compaction or overcovering of the soil?	X		
c. Substantial change in topography or ground surface relief features?			X
d. The destruction, covering or modification of any unique geologic or physical features?			X
e. Any substantial increase in wind or water erosion of soils, either on or or off site?			X

			Yes	Maybe	No
	f.	Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?			X
	g.	Exposure of people or property to geologic hazards such as earth quakes, landslides, mudslides, ground failure, or similar hazards?		X	
2.	Air. Will the proposal result in:				
	a.	Substantial air emissions or deterioration of ambient air quality?		X	
	b.	The creation of objectionable odors?		X	
	c.	Alteration of air movement, moisture, or temperature, or any change in climate, whether locally or regionally?			X
3.	Water. Will the proposal result in:				
	a.	Substantial changes in currents, or the course or direction of water movements, in either marine or fresh waters?			X
	b.	Substantial changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?			X
	c.	Alterations to the course or flow of flood waters?			X
	d.	Change in the amount of surface water in any water body?			X
	e.	Discharge into surface waters, or in any alteration of surface water quality, including, but not limited to, temperature, dissolved oxygen or turbidity?			X
	f.	Alteration of the direction or rate of flow of ground waters?			X

		Yes	Maybe	No
	g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?			X
	h. Substantial reduction in the amount of water otherwise available for public water supplies?			X
	i. Exposure of people or property to water related hazards such as flooding or tidal waves?			X
4.	Plant Life. Will the proposal result in:			
	a. Change in the diversity of species, or number of any native species of plants (including trees, shrubs, grass, crops, and aquatic plants)?			X
	b. Reduction of the numbers of any unique, rare, or endangered species of plants?			X
	c. Introduction of new species of plants into an area of native vegetation, or in a barrier to the normal replenishment of existing species?			X
	d. Substantial reduction in acreage of any agricultural crop?			X
5.	Animal Life. Will the proposal result in:			
	a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?			X
	b. Reduction of the numbers of any unique, rare or endangered species of animals?			X
	c. Deterioration to existing fish or wildlife habitat?			X

		Yes	Maybe	No
6.	Noise. Will the proposal result in:			
	a. Increases in existing noise levels?	X		
	b. Exposure of people to severe noise levels?		X	
7.	Light and Glare. Will the proposal produce substantial new light or glare?	X		
8.	Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?	X		
9.	Natural Resources. Will the proposal result in:			
	a. Substantial increase in the rate of use of any natural resources?			X
	b. Substantial depletion of any non-renewable natural resource?			X
10.	Risk of Upset. Will the proposal involve:			
	a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?		X	
	b. Possible interference with an emergency response plan or an emergency evacuation plan?			X
11.	Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	X		
12.	Housing. Will the proposal affect existing housing or create a demand for additional housing?	X		
13.	Transportation/Circulation. Will the proposal result in:			
	a. Generation of substantial additional vehicular movement?		X	

		Yes	Maybe	No
	b. Effects on existing parking facilities, or demand for new parking?	X		
	c. Substantial impact upon existing transportation systems?		X	
	d. Alterations to present patterns of circulation or movement of people and/or goods?			X
	e. Alterations to waterborne, rail or air traffic?			X
	f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?			X
14.	Public Services. Will the proposal have substantial effect upon, or result in a need for new or altered governmental services in any of the following areas:			
	a. Fire protection?	X		
	b. Police protection?	X		
	c. Schools?	X		
	d. Parks or other recreational facilities?	X		
	e. Maintenance of public facilities, including roads?	X		
	f. Other governmental services?	X		
15.	Energy. Will the proposal result in:			
	a. Use of substantial amounts of fuel or energy?			X
	b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?			X
16.	Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
	a. Power or natural gas?			X

		Yes	Maybe	No
	b. Communications systems?			X
	c. Water?		X	
	d. Sewer or septic tanks?		X	
	e. Storm water drainage?			X
	f. Solid waste and disposal?			X
17.	Human Health. Will the proposal result in:			
	a. Creation of any health hazard or potential health hazard (excluding mental health)?			X
	b. Exposure of people to potential health hazards?			X
18.	Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?			X
19.	Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	X		
20.	Cultural Resources.			
	a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?			X
	b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?			X
	c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?			X
	d. Will the proposal restrict existing religious or sacred uses within the potential impact area?			X

	Yes	Maybe	No
21. Mandatory Findings of Significance.			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)			X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project's impact on two or more separate resources may be relatively small, but where the effect of the total of those impacts on the environment is significant.)		X	
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

III. Discussion of Environmental Evaluation

See attached.

III. Discussion of Environmental Evaluation

1. Earth

The proposed General Plan amendments would not affect any native earth resources in this highly urbanized community. Development of currently vacant sites (of which there are very few), and intensification and redevelopment of existing developed parcels, would result in the disruption, displacement, compaction, and overcovering of soil materials. These ground alterations would generally disturb only shallow depths of previously disturbed soils and would occur following review of grading plans and foundation plans, pursuant to existing and continuing standard City Building Code requirements. No further analysis of this issue is required.

Although no known active or inactive faults or other geotechnical hazards such as lineation affect the City of San Gabriel, severe groundshaking, due to activity along the nearest faults does present an ongoing hazard to people and property, especially with regard to old, unreinforced masonry buildings. This hazard was dramatically in evidence following the Whittier Narrows earthquake in October 1987, when extensive damage to older masonry buildings and other structures occurred throughout the City.

An EIR will be prepared, which will describe the earthquake-related hazards present, along with the provisions of the proposed General Plan Safety element which will provide adequate safeguards to deal with this hazard.

2. Air

Continued build-out of the City and surrounding communities will involve incremental and cumulative increases in vehicular traffic and associated air pollutant emissions. In addition, emissions at stationary sources will occur at the power plants which supply energy for this urban area, as well as at local businesses which involve manufacturing, fabrication, and chemical processes and applications. These stationary source emissions are not expected to be significant, assuming satisfactory compliance with SCAQMD requirements and local zoning regulations which prohibit heavy industrial uses in the immediate area.

An EIR will be prepared, which will provide an air quality assessment on a City-wide basis, for existing and future (2010) conditions, based on the traffic volumes for the proposed General Plan and alternatives. The future traffic volumes will incorporate assumptions for the influence of cumulative development effects.

3. Water

The City of San Gabriel is not subject to any significant flood hazards. Groundwater resources are also virtually non-existent

in the City, and none of the local water purveyors manage any groundwater resources within the City. No water bodies are found within the City. A complete system of flood control channels has been constructed throughout the City, which is maintained by the Los Angeles County Flood Control Districts.

Future development in the City will not significantly affect any surface or groundwater resources, nor would it significantly change absorption rates, drainage patterns or the rate and amount of surface runoff. Applications for development are reviewed on a case-by-case basis by the City Engineer and (or Department of Building and Safety) to ensure that the project will drain properly into existing drainage facilities or to impose upon the developer the requirement to install new or modify existing drainage facilities necessitated by his project.

No further analysis of water related impacts is required.

4. Plant Life

As described earlier, the City is highly urbanized. As a result, few native plants remain, and no rare or endangered plant species are known to exist. New development, redevelopment or intensification of existing uses could result in the removal of scenic and locally important mature trees. The proposed Conservation/Open Space Element contains policies and programs which are intended to preserve mature trees to the greatest feasible extent, through the development review process. These actions will reduce any such impacts to an insignificant level.

No further analysis of impacts to plant life is required.

5. Animal Life

There no known rare or endangered animal species found in San Gabriel. The local animal, bird and reptile population is composed of various common species which have adapted to the urban environment as their habitat. Future development activities would displace small numbers of such creatures, most of which would probably final suitable replacement habitat nearby; a few may be killed by operation of heavy construction equipment. Such impacts are considered insignificant.

No further analysis of impacts on animal life is required.

6. Noise

A large number of residential sites are currently exposed to outdoor noise levels in excess of 65 db(A), based on noise measurements and traffic noise contour modeling completed by J.J. Van Houten and Associates, Inc., in September 1988 (see San Gabriel Baseline Report, January 1989, by Willdan Associates, pp. V-3 through V-6). This level of noise exposure is considered excessive for residential land uses (60 db(A) CNEL

is the threshold of significance). The noise sources contributing to these excessive noise levels are primarily arterial roadway and highway traffic and local train movements.

Other infrequent sources of excessive or nuisance noise include aircraft fly-overs, trash pick-up truck activities, car horns, and industrial (trucking) activities.

An EIR will be prepared which will document existing noise conditions and which will assess potentially significant noise impacts on sensitive receptors, based on future traffic projections, local train movements and industrial/trucking activities. The provisions of the proposed Noise Element which address these noise impacts will be described, along with any other additional measures which would help reduce or mitigate significant impacts.

7. Light and Glare

The proposed General Plan amendments would allow the continued development of a mix of urban uses which utilize various types and intensities of outdoor illumination. These amendments would prohibit the introduction of new light sources which would generate uncontrolled illumination of high intensity or which could be directed toward adjacent properties. Existing City policies and regulations to control and prevent nuisance light and glare are expected to continue to be adequate to mitigate any potential light/glare impacts to insignificant levels.

No further analysis of light and glare impacts is required.

8. Land Use

Several land use and planning issues are being resolved through this General Plan update program. Those issues which could substantially alter the present or planned land use pattern in certain areas of the City include the following:

1. How should the City manage the future development of the residential neighborhoods undergoing intensification (i.e., existing residences being replaced with higher density housing) in the southerly portion of the City?
2. Should allowable residential densities be adjusted in certain neighborhoods to account for changes in local land use patterns, undersized infrastructure and to address the limitations of an outdated subdivision pattern?
3. What is the most desirable development concept for the unused Edwards Drive-in Theatre site, located just west of the intersection of Del Mar Avenue/Valley Boulevard?
4. Should the City investigate the costs/benefits of annexing the adjacent unincorporated neighborhoods in its Sphere of Influence?

5. What sort of general urban form does the community wish to achieve/maintain? (e.g., low-rise, low density or mid-rise, moderate density, suburban vs. urban, etc.).

6. What efforts should be undertaken to revitalize and take advantage of the Mission/Civic Center area? Should the cultural resources and tourism oriented image be maintained and enhanced? Are some other forms of activity and other objectives desirable and more consistent with the City's updated General Plan?

An EIR will be prepared which will evaluate the environmental effects associated with the strategies for resolving these issues, through an examination of alternative land use plans and policies. The EIR will also examine potential land use conflicts with adjacent communities, along the City boundaries.

Natural Resources

Due to the highly urbanized nature of the City, very little vacant land remains for new development. None of this land contains significant natural resources. The vast majority of new development activities that will take place in the future, therefore, will consist of the intensification or redevelopment of existing uses. New development projects will occur incrementally, on scattered sites throughout the City, primarily in the south half of the City. The type, scale and intensity of future development will not exceed the current scales and intensities of development, based on the goals and policies of the existing or proposed General Plan and alternatives.

Continued build-out of the City, therefore, will gradually consume nonrenewable natural resources through the use of construction materials and throughout the use of water and energy supplies. This construction would not be significantly faster than current consumption rates and would not result in substantial depletion of any nonrenewable resources.

No further analysis of natural resource impacts is required.

0. Risk of Upset

The proposed General Plan amendments would allow for the continuation or establishment of new land uses which involve the handling, storage, or transfer or various hazardous substances for example automobile service stations and body shops, light manufacturing activities, hospitals, medical and dental offices, etc.

An EIR will be prepared which will describe risks of upset associated with the above types of uses and which will evaluate the proposed Safety Element policies and programs for their effectiveness in managing these risks.

Population

The proposed General Plan amendments would allow for continued population growth, through expansion of the City's housing stock and through expansion of the City's economic base, which includes a daily employment population.

An EIR will be prepared which will quantify the existing and future total population in the City, and will compare future population projections with other relevant projections, such as the existing General Plan build-out, the SCAG 2010 regional growth forecasts and Los Angeles County Department of Regional Planning projections.

A discussion of the City's future jobs/housing ratio, compared to SCAG recommendations, will be discussed in the EIR as well.

Housing

The proposed General Plan amendments would allow for the replacement of existing substandard housing units, as well as the construction of new housing units, at various densities.

An EIR will be prepared which will quantify the existing and future total housing units in the City and will compare future housing unit totals, based on build-out of the existing General Plan and the land use alternatives being evaluated. Proposed Housing Element policies and programs affecting the location, type, and number of future housing units will be referenced.

A discussion of the City's future jobs/housing ratio, compared to SCAG recommendations will also be discussed.

Transportation/Circulation

Continued build-out of the City and surrounding communities will result in incremental and cumulative effects on local and regional traffic volumes and roadway levels of service. Redevelopment and/or intensification of the strip-commercial areas would necessitate additional parking facilities, especially where off-street parking is currently insufficient. Current patterns and modes of transportation are not expected to change significantly over the next 15 years, unless major changes in lifestyles and the regional land use pattern occurs within that time frame, which is highly unlikely. Increases in traffic hazards to motor vehicles, bicyclists or pedestrians are not expected as a result of the proposed General Plan amendments, as these sorts of hazards are the result of very site specific environmental characteristics and the actions of human beings, circumstances which are beyond the level of analysis required for General Plan programs.

An EIR will be prepared which will quantify existing and future traffic volumes on the City's major arterial roadways, to determine whether any of the streets can be expected to exceed their design capacities and/or the capacity of their current configuration. Additionally, the EIR will identify those critical intersections which are likely to become excessively congested (i.e., exceeding a LOS "D") without capacity enhancements. Potentially significant effects on traffic volumes on the San Bernardino (I-10) and the I-210 Freeways, will be assessed. Future traffic projections will incorporate assumptions for the traffic associated with cumulative development activities. Pertinent provisions of the proposed Circulation Element, which serve as mitigation measures, will be referenced.

4. Public Services

Continued build-out of the City will result in continued demand for various public services at service levels above current levels. This demand will occur incrementally and gradually, since no large blocks of vacant land are available to develop, and of those few vacant parcels found in the City at the present time, the largest is only approximately 11 acres in size. Nevertheless, the sources of revenue available to finance the provision of these necessary and desired services have been strained in recent years and it may be increasingly difficult to maintain desired services at the same levels, in the future.

An EIR will be prepared which will evaluate the abilities of the local public service agencies to continue to provide adequate levels of service for the population growth that would be allowed by the proposed General Plan amendments. Representatives of the local police and fire departments, the local school districts, the City's Parks and Recreation Department, the City Engineer (roads), the County Librarian and the County Sanitation District (solid waste disposal) will be contacted to assist in this determination.

5. Energy

Continued build-out of the City, in accordance with the proposed General Plan amendments would result in incremental increases in the consumption of transportation-related fuels, as well as natural gas and electricity and other fuels common to modern urban society. This future consumption will not represent substantial increases over existing consumption levels, due to the limited amount of future development opportunity remaining in the City and to expected improvements in energy conserving technologies in the home, at work, and in the automobile.

No further analysis of energy related impacts is required.

Utilities

All local utility purveyors and the County Sanitation Districts of Los Angeles County were recently contacted with regard to their capacities to serve future growth in the City.

Each of them indicated that their existing or planned facilities would be able to accommodate future growth (San Gabriel Baseline Report, January 1989, by Willdan Associates). Although their facilities plans are not based on the City's General Plan, they do incorporate assumptions with regard to the anticipated type, scale, and intensity of future growth and each of the facilities plans assume that there will be no significant changes in the urban form and intensity within San Gabriel, for the next 15 to 20 years. That assumption is also one of the assumptions of the proposed General Plan amendments (see proposed Land Use Element objectives).

The City's local water and wastewater collection systems were designed and built many years ago, based on the predominantly low density, single-family residential character of the community in its early years. Some localized problems relative to water pressure and sewer line capacity/structural soundness have occurred, primarily in residential neighborhoods undergoing significant intensification to multi-family densities. Continued intensification in those areas may require replacement and/or resizing of pipeline and appurtenant facilities, in order to provide adequate water pressure or sewer line capacity, or to repair deteriorated facilities. In the opinion of the local water agencies and the City Engineer, the current system of providing needed facilities improvements through developer exactions has been adequate and is expected to continue to be adequate to provide required levels of water supply/pressure and wastewater collection capacity.

No further analysis of utilities related impacts is required.

Human Health

The proposed General Plan amendments would not allow for any land uses or activities which would expose people to health hazards. Permitted land uses and activities which involve the use of hazardous materials are subject to numerous State, Federal, County and local regulations which severely restrict the handling, storage, and transfer of such materials. The proposed plan would not affect such regulations; it would require conformance with all such regulations. The proposed Safety Element includes measures to reduce existing exposure to health hazards and to minimize all such risks.

No further analysis of human health related hazards is required.

esthetics

he proposed plan would not allow for high-rise construction hich could obstruct views north to the San Gabriel Mountains or would it allow for the destruction of significant scenic reources such as the San Gabriel Mission or groups of mature ees. Implementation of the Land Use and Economic Developent Elements is expected to result in the replacement of older, eteriorated buildings and unsightly under- or over-developed ites with newer, more tasteful and aesthetically pleasing rojects.

o further analysis of aesthetics related impacts is required.

ecreation

he City's current supply of local parkland is approximately 1.1 cres per one thousand residents. This ratio is below the target atio of three acres per 1,000 residents established by the City ouncil for this General Plan program. Continued residential evelopment and expansion of the local population will exacerbate his shortfall, unless ways to expand the local supply of arkland and/or total recreational opportunities can be accomlished.

n EIR will be prepared which will document the City's existing nventory of outdoor recreation facilities, assess the amount of arkland needed to meet the 3-acres/1,000-persons target ratio or the build-out population and suggest measures which could rovide desired levels of local recreational opportunities.

ultural Resources

he San Gabriel Mission is listed in the National Register of istoric Buildings and is the City's principal cultural resource. he proposed plan contains no provisions which would allow for he destruction or alteration to the Mission building or the site n which it rests. No other known archaeological, historical, aleontological, religious, or sacred resources of significance are nown to exist in the City. Due to the highly developed nature f the City, the potential for uncovering cultural artifacts of ignificance through future development activities is considered ery low.

o further analysis of cultural resource impacts is required.

andatory Findings of Significance

he proposed plan would not affect any significant or substantial lant, fish, or wildlife populations, nor would it eliminate xamples of the major periods of California history or prehistory.

The proposed plan is a long range strategy to guide the continued growth and development of the City, through the year 2010. The Housing Element will be updated every five years, pursuant to State law. As such, the plan attempts to achieve long-term environmental goals, with periodic reviews of the City's housing programs to ascertain progress toward regional and local housing goals.

Cumulative effects related to traffic, air quality, noise, and jobs/housing balance will result from build-out of the proposed or existing General Plan. An EIR will be prepared to assess these cumulative impact issues. (See previous discussion under checklist items 2, 11, 12, and 13.)

The proposed plan contains numerous goals, objectives, policies, and programs to minimize or eliminate substantial adverse effects on human beings and does not allow for the establishment of activities which would expose people to such effects.

U.C. BERKELEY LIBRARIES
C101729068

IV. Environmental Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ___

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on attached sheets have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED. ___

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. X

June 12, 1989
Date

Signature

For City of San Gabriel